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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should NOT be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centreline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet-- from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 October 1979 all aircraft operating within the FIR WIEN according to the Instrument Flight Rules shall carry on board at least one SSR

transponder meeting the Standards of ICAO Annex 10, Volume 1, Part 1, item 2.5.

2. The transponder shall have the following minimum capability:
a) to respond to Mode A interrogations and to reply with 4096 codes and
b) to respond to Mode C interrogations with automatic pressure altitude reporting.

3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.

4. If pilots select on Mode A either Code 7700, 7600 or 7500, this will be automatically indicated on the controller's display.

5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part 1, item 13.4.

6. Exemptions from the above mentioned items 1 or 2 have to be addressed well in advance before filing the flight plan either via telephone or via AFTN to the ATC Center Wien (ATCC WIEN or AFTN, LOWWZR), such exemptions will be granted in particular cases only.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and AIC 7/79. (II-A085/79)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:
1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the Austrian airspace; the equipment shall have the following capability:
a) to respond to Mode A interrogations and to reply with 4096 codes and
b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR-UFN all flights routing airway Amber One between Dubai and Jiwani are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact Teheran on 133.4 MHz. Military aircraft transiting airway Amber One will be kept clear of traffic by military radar. (II-218/78)

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Following new danger area established with effect from 0001 09 August 1979.

Destination: OB/D51
Name: JASIRAT GHAZANT
Lat. Limits: Airspace contained within a segment of a circle radius 10 NM centered on 173548N 560754E commencing at 173624N 555712E clockwise to 172818N 561412E.
Vert. Limits: MSL/40,000 ALT
Type of Restriction: Gun firing
Remarks: Active H24.
(II-147/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
   A. To Jeddah via B55W Golbi - Silno - Malaga - Raghba - G53 - Jeddah or A1 - Silno - G53W - Riyadh - G53 - Jeddah.
   B. From Jeddah B57 - Darb - Afif - Riyadh - G53E - Dhahran or Jeddah - B57 - Quasumah.
   C. Inbound FL 310 or above.
   D. Outbound via Gassim - B57 - Qaisumah FL 290 and below or via Riyadh - G53E - Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.
   A. To Jeddah via A60.
   B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina - A60.
   C. Inbound FL 310 to Jeddah.
   D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.
   A. To Jeddah. W22 - Medina - A60 - Jeddah.
   B. From Jeddah. Via Majed thence MAD 158R to Medina W22.
   C. Flight levels to be determined.

4. Traffic from/to Cairo Area.
   A. To Jeddah. Via Luxor - R39 - Jeddah.
   B. From Jeddah. A26 - Alwajh - W4 - Luxor.
   C. Inbound flight level unrestricted.
   D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.
   A. To Jeddah. Khartoum - G498 - Jeddah.
   B. From Jeddah. G49 - Khartoum.
   C. Flight levels to be determined.

6. Traffic from/to Kuwait.
   A. To Jeddah or Riyadh. Golbi - Magala - Raghba - G53 - Jeddah.
   B. From Jeddah. B57 - Quaisumah.
   C. Inbound to Jeddah / Riyadh FL 310 and above.
   D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.
   E. Inbound overflying Jeddah B54 - HIL - A60 FL 310 and above.

(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to

PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

MILITARY RESTRICTED AREA: Due to establishment by Kuwait authorities of permanent, H24 GL/UNL, military training restricted area within coordinates:

2831N	4817E	2826N	4747E
2804N	4752E	2740N	4830E
2736N	4848E	2831N	4817E

Airways B55W and B55E have been changed as follows.
B55W: Dhahran DHA VOR PSN 2617.0N 05010.0E; Radial DHA 325; MAG track 144/324 deg.; Dist. 112 NM to new PSN; Golbi 2750.0N 4859.5E to Kuwait VOR KW Radial KW 143; Width 10 NM.

B55E: Bahrain BI VOR PSN 2615.9N 05039.1E; Radial BI 326; MAG track 145/325; Dist. 124 to new PSN; SELEG 2800.0N 04923.3N to Failaka NDB FI; Width 30 NM.
(II-150/79)

AIRWAY B55 DIRECT TRACK BETWEEN BAHRAIN AND KUWAIT HAS BEEN WITHDRAWN: All flights between Bahrain and Kuwait to route via Airway B55E Reporting Point SELEG PSN 2800.0N 04923.5E. All flights between Dhahran and Failaka to route via Airway B55W Reporting Point Golbi PSN 2750.0N 04859.3E. Direct tracks Bahrain/Kuwait and Dhahran/Failaka may be approved subject to prior coordination between units concerned but are not to be flight planned. (II-151-79) BAHRAIN FIR: The following new airways will be introduced within Bahrain FIR WEF 0001 GMT on 27 December 1979:

BLUE FIFTY NINE (B59): From Kuwait KW VOR via SELEG (28°01.5'N 49°22.'E) to Bahrain, BAH VOR.

RED SIXTY FIVE (R65): From Kuwait KW VOR via GOLBI (27°50.0'N 48°59.5'E) to Dhahran DHA VOR.

Accordingly the designators of the following existing airways will change WEF 0001 GMT on 27 December 1979:

BLUE FIFTY FIVE (B55): Between Kuwait KW VOR and SELEG re-designated BLUE FIFTY NINE (B59). Between SELEG and Bahrain BAH VOR re-designated BLUE FIFTY FIVE/BLUE FIFTY NINE (B55/B59).

BLUE FIFTY FIVE EAST (B55E): Between Failaka FI NDB and SELEG re-designated BLUE FIFTY FIVE (B55).

RED FIFTY EIGHT (R58): Between Kuwait KW VOR and GOLBI re-designated RED SIXTY FIVE (R65). Between GOLBI and Dhahran DHA VOR re-designated RED FIFTY EIGHT/RED SIXTY FIVE (R58/R65).

RED FIFTY EIGHT EAST (R58E): Between Failaka FI NDB and GOLBI re-designated RED FIFTY EIGHT (R58). (II-217/79)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight - procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;
(2) for operating limitations reasons;
(3) if encountering icing conditions; and
(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;
(2) if necessary to accommodate traffic flows;
(3) if necessary to accommodate the need(s) of adjacent unit/sector;
(4) if necessary to effectively utilize available airspace; and
(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;
(ii) under A. - to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or
(iii) under B. - to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;
(2) is conducting a flight check of a NAVAID;
(3) is operating with an airspace reservation; or
(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

With immediate effect all providers of aviation fuel for transient aircraft will deliver 100L (low lead) octane fuel instead of 80/87 octane. (II-A78/79)

SANTIAGO FLIGHT INFORMATION REGION OVERFLIGHT RESTRICTION: WIE it reiterates to all general aviation aircrafts and public transport the restriction to overflight Santiago City except those aircraft must land or take off. (II-A92/79)

CROSSING CHILE/ARGENTINA BOUNDARY: WIE the crossing of the Chile/Argentina boundary of all commercial aircrafts in regular or non-regular flight must be done under IFR FPL and by controlled airspaces. (II-A93/79)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001

GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PEKING/CAPITAL AIRPORT: Runway surface conditions: Operational tests indicate that the surface of the runway 18R/36L at Peking/Capital Airport lacks desired roughness. Pilots are, therefore, reminded that particular care must be exercised during take-off and landing under rainy, snowy or icing weather conditions. (II-12/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;
   (10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

   Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.
3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.
4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

CUBA

GUANTANAMO BAY: See the DOD Enroute Supplement-Caribbean and South America for additional information.

CAMAGUEY-VOR/DME: Under experimental basis a VOR/DME service has been implemented Ignacio Agramonte International Airport from July 20, 1979, with the following features:

Identification : UCM
VOR Frequency : 114.1 MHz
VOR Power : 50W
Location : 21°26'18'N/77°48'04'W
DME Channel : 88x
DME Power : 1 W
Interrogating Frequency (on board): 1112 MHz
Ground Frequency : 1175 MHz
Transmission : A2
(II-A06/79)

DOMINICAN REPUBLIC

CIBAO AP.-OPENING TO INTERNATIONAL AIR TRAFFIC: With effect July 1, 1979, has been authorized for international air traffic passengers, cargo and mail operations, the CIBAO AP, located in Santiago city, Dominican Republic. The characteristics of utilization are the following:
Coordinates: 19°28'N/70°42'W; Elevation: 125M; Operating hours: HJ; Administrative authority: Administracion del Aeropuerto Intl. CIBAO; Postal address: Aeropuerto Intl. CIBAO, Santiago, Dominican Republic; Fuel: 100/130; Customs and immigration services: available; Navigation aids: NDB 255 KHz (test basis), Loc 19°28'N/70°44'W, ID STO; Radio communication: VHF - 118.3 MHz. Runway--Designation: 12/30; Dimensions: 1585M x 48M; Surface: Asphalt; Strength: 22,000 lb. SIWL; Strip: Inadequates; Runway Lighting: Edge, Threshold; Marking Aids: Runway Designators, Runway Centerline, Threshold; Visual Ground Aids: Wind Direction Indicator, Aerodrome Beacon; Area Obstruction: Hill to the E and ESE. No other data available. (II-06/79)

AIRPORTS OF DE LAS AMERICAS, LA ROMANA OR CIBAO: The only requirement for private aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana or Cibao, is sending the corresponding flight plan. The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana, or Cibao, must obtain permission with at least 72 working hours in advance, via cable from DIRAVIC, Santo Domingo, Dominican Republic. (II-07/79)

DE LAS AMERICAS INTL AP.-NEW RADIO ADI IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new measuring equipment DME, associated with CDO VOR 114.7 MHz, with the following characteristics:

Location : 18°25'59'/69°40'02'W
Idenfification VOR/DME: CDO
Channel DME : 94X
Coverage VOR/DME: 200 NM
Hours Operation: H24
(II-09/79)

PUERTO PLATA-SHUTDOWN OF OLD VOR PTA 115.1 MHz: With effect August 17, 1979, the old VOR PTA 115.1 MHz, located 19°43'46"n/70°38'35"W, has been shutdown. (II-10/79)

PUERTO PLATA AP.-NEW RADIO AID IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new omnidirectional radio beacon and distance measuring equipment VOR/DME at the new airport in construction IA UNION Puerto Plata, with the following characteristics:

Location: 19°45'30.41"N/70°34'17.66"W
Identification VOR/DME: PTA
Frequency VOR: 115.1 MHz
Channel DME: 98X
Coverage VOR/DME: 200 NM
Hours Operation: H24
Usable for enroute navigation and APCH.
DME unusuable from 115° to 290° below 8,000 ft. beyond 35 NM. (II-11/79)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

SPECIAL NOTICE: CAIRO ATS ROUTE SYSTEM--All flights over Egyptian territories should not fly below FL 85 except within Cairo Control Zone and when landing and taking off at other aerodromes. Realignment of Advisory Route AD 10 from Abu Simbel to DA 10 D as follows: Position DA 10 D 2200 N 3145 E; Magnetic Track and distance between SML and DA 10 D 164/344° and 23 NM; Route from DA 10 D to Shindi instead of to Karima. ATS/MET reporting point DA 10 D 2200 N 3145 E change to be position Abu Simbel 2221 N 3137 E. Reassignment of Cairo FIR route Cairo/Baltim/A 16 only for departing traffic to Nicosia FIR. Such traffic will be restricted to operate from FL 100 to FL 150 in between Cairo Zone boundary/Baltim. Coordinates Baltim (3135 N 3057 E). (II-10/78)

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79) (Replaces Notam II-10/78)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

SPECIAL NOTICE: AIRCRAFT TO MAINTAIN HEADING 327° PERIM TO ETBIN AND VV 147° HFFF TO ETBIR 349° AND 169° OSCAR TO ETBIR--WIE all aircraft should maintain heading 327° PERIM ISLAND to ETBIN and 147° ETBIN to PERIM ISLAND. Aircraft exiting Djibouti to ETBIR should maintain a heading of 349° after ETBIR direct to OSCAR and a heading of 169° OSCAR to ETBIR. (II-14/79)

SPECIAL NOTICE: AIRCRAFT FLYING ALONG DR39 TO MAINTAIN CENTERLINE OF ADR ROUTE--WIE all aircraft which fly along DR39 Djibouti/39 Mike/Ferfer/Djibouti should strictly maintain centerline of advisory route on both their inbound and outbound legs. (II-15/79)

SPECIAL NOTICE: SUBMISSION OF FLIGHT PLAN REQUIRED PRIOR TO ENTERING ETHIOPIAN AIRSPACE--WIE all aircraft which intend to fly over the Ethiopian airspace should at all times submit their flight plans to HAABZQ prior to entering Ethiopian airspace. (II-16/79)

SPECIAL NOTICE: FLIGHT IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO CONTACT ASSAB TOWER IS MANDATORY--WIE all aircraft which fly in the vicinity of Assab and abeam Assab to establish contact with Assab tower on 118.3 MHz is mandatory. (II-17/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

FINLAND

NOTIFICATION OF LIGHTS WITHIN ADIZ: Ref. AIP, RAC 1-1-5, para 1.2.1.2.2. For non-scheduled flights departing from Finnish territory intended to be operated in the Air Defence Identification Zone (ADIZ), the estimated time of entry and/or the estimated time of leaving the ADIZ shall be inserted in item 18 of the flight plan form. For flights operated within the ADIZ the abbreviation "ADIZ" without time definition shall be inserted.

Examples: RMK/ADIZ 1815/2000
RMK/ADIZ 1815
RMK/ADIZ
(II-28/79)

COM FAILURE PROCEDURES FOR FLIGHTS BOUND FOR USSR:
1. Introduction
1.1 Because the regulations applied by the USSR to flights enroute to aerodromes in their territory do not yet conform to the applicable worldwide radio communication failure provisions of ICAO, the following temporary relief measures have been developed:
2. Applicable Procedures
2.1 In case of radio communication failure before having obtained an authorization to enter the USSR airspace, pilots of aircraft operating on flights to destinations located within the USSR shall, if at all possible, apply the first alternative specified in the worldwide ICAC provisions, i.e., if in VMC, continue to fly in these conditions, land at the nearest suitable aerodrome outside the USSR territory and report the arrival by the most expeditious means to the appropriate air traffic services unit.
2.2 If this is not possible, the following specific provisions apply:
a) Aircraft in level flight bound for the USSR via Helsinki VOR and thence on ATS route R1/UR1 and experiencing radio communication failure before having obtained an authorization to enter the USSR airspace shall continue their flight maintaining their last assigned flight level up to DME fix BRAVO (RL 118° HEL, DME 25 NM).
b) Upon reaching BRAVO such aircraft shall:
i) enter the published holding pattern;
ii) descend in the holding pattern to a level situated half of the applicable vertical separation below that previously occupied (i.e. 300 m (1000 ft) if above FL 290 and 150 m (500 ft) if at or below FL 290);
iii) remain for 10 minutes at that level and in that holding pattern;
iv) thereafter commence descent for approach and landing to a suitable runway at Helsinki-Vantaa aerodrome.
2.3 Aircraft experiencing radio communication failure after having obtained an authorization to enter the USSR airspace, can continue their flight into the USSR.
Note. - The above mentioned authorization shall normally be obtained at least 10 minutes prior to crossing the Tampere/Leningrad FIR boundary and prior to take-off when departing from Helsinki-Vantaa aerodrome. (II-62/79)

CHANGES TO AVAILABILITY OF INTERNATIONAL AIRPORTS (REF. AIP, AGA 1-1):
Helsinki/Malmi International Airport closed to non-scheduled commercial aircraft.

Kruunupi Airport opened to international flights. Customs available on 1 hour prior notice Monday through Friday, from 0600-1415 GMT. Other hours--2 hours prior notice.

Rovaniemi Airport opened to international flights. Customs available 24 hours on 1-1/2 hours prior notice.

Tampere-Pirkkala International Airport customs available Monday through Friday 0500-1300, 16-2400 GMT, Saturday 0500-1300 GMT, Sunday 1600-2400 GMT. Customs

availability at other time require 1-1/2 hours prior notice. (II-63/79)

GERMANY (EAST)

LEIPZIG--All VOR radials as depicted in the AIP are reduced by 1 degree, however, radial 241 degrees is reduced by 2 degrees. (II-43/78)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
- aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
- aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
- date of flight
- aircraft identification (Item 7)
type of aircraft (Item 9)
- aerodrome of departure and estimated time of departure (Item 13)
- route (Item 15)
- aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flignts, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444-

-RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444-RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

ATHINAI VOLMET--CHANGE OF FREQUENCY: On the AIRAC date of 4 October 1979 and at 1000 GMT the Athinai VOLMET frequency of 135.6 MHz will be changed to 127.8 MHz. AIP Greece Vol. 1 COM 2-8 and MET 3-1 should be annotated accordingly.

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

SPECIAL NOTICE--Greenland Sondrestrom FIR Flight Plan: WEF to preclude possible misinterpretation of note 1 to item 10 in the flight plan, it is hereby emphasized, that HF-communication equipment is considered as standard equipment for aircraft planning flight outside the VHF-coverage in Sondrestrom FIR. The letter "S" in section 10 of the flight plan is therefore used to indicate that such aircraft are equipped with HF-equipment as well as VHF-equipment. (II-9/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

      i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

      ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

   c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

      i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

      ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

      iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

   d. Flights operating predominantly in North-South direction:

      i) For flights whose flight path are predominantly oriented in a North-South direction, the planne track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an EastWest direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COMFACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with

the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established.
(II-3/79)

GREENLAND. NARSSARSSUAQ. FUEL GRADES: From approximately 1 Sept. 1979 Narssarssuaq Aerodrome will no longer supply aircraft with fuel grades 115/145. From the same date fuel grade 100 LL will be available. Ref. AIP Greenland and Faroe Island, page AGA 2-BGBW-1. (II-8/79)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

HONG KONG: CARRIAGE OF EXTRA HOLDING FUEL--Aircraft arriving at Hong Kong during the peak arrival period, 0500-0800 GMT daily are advised to carry ten minutes holding fuel in addition to the normal diversion/holding requirement. NOTE: This advice results from preliminary studies of random samples of arriving traffic during peak hours in May, June and July 1978: these revealed that delays were experienced on a number of occasions for traffic reasons alone. Carriage of the extra ten minutes fuel should reduce the possibility of diversion, due to traffic congestion, to less than 7% in even the busiest peak arrival periods. (II-A26/78)

SPECIAL NOTICE: FLIGHT LEVEL RESTRICTIONS ON ATS ROUTES R85, R71 and A1 (WEST OF CH) --Flight level restrictions as follows: FL280 south-bound on R85 not available; FL280 not available to A1 (west of CH) and R71 traffic; and Hong Kong will not accept traffic at FL290 on R85 and R71. (II-A41/78)

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 - 0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

SPECIAL ATC PROCEDURES DURING PEAK PERIOD--Special ATC procedures are in force during peak arrival period 0500-0800 daily on trial basis. During this period: Radar control/radar monitoring service will be provided throughout the Hong Kong TMA: All departures will be issued with SID clearances, and will be required to adhere to allocated SID tracks and associated FL restrictions. Operators should take these into account in meeting the requirement to reach cruising level at or before the TMA boundary. Arrivals may be instructed by area radar to arrange descent to reach a specified level at a specified DME range and aircraft routing on Amber 83 will be controlled on frequency 123.7 MHz instead of 121.3 MHz. (II-A34/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours

GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

ATS ROUTE-G86: Reference AIP - HONG KONG page RAC 3-6. With effect from 29th November 1979, ATS Route G86 will become one-way route available to eastbound traffic only. (II-A05/79)

TEMPO ARRANGEMENTS FOR AIR TRAFFIC OPERATING BETWEEN HONG KONG FIR AND BANGKOK/HANOI FIR: WEF 23100001 GMT 1979 UFN on activation danger areas announced in PRC Class Two NOTAM No. 19 dated 23 July 1979 the following arrangements temporarily supersede arrangements for use of A1 (west of CH) within Hong Kong FIR/Area of Responsibility as defined in AIP-HONG KONG RAC 3-7 and Class Two NOTAM A37/78 pending outcome of consultations by ICAO for continued use of this portion of A1.

1. REF NOTAM Class Two A07/79, Hong Kong ACC will not accept Bangkok/Manila traffic transiting Hong Kong Area of Responsibility on ATS route R66. Hong Kong will resume control of ATS route R66 between reporting points ROBKI and BORNO. Bangkok/Manila traffic to be accommodated R85 - LEMOK/R49 - TSN - R68 - KIBAG - Lubang/Manila and vice versa. Flight levels will be assigned as available.

2. Aircraft departing/arriving Hong Kong to/from the southwest must flight plan for one of the following routes: R85, or R85 - ADMAK - R66 - Danang - A1 and vice versa.

3. Traffic to/from Bangkok - Japan and other points to the northeast of Hong Kong may route Bangkok - A1 - Danang - R66 - BORNO thence R71. ADMAK - BORNO - also to be controlled by Hong Kong.

4. Longitudinal separation 20 minutes to be applied all routes.

Transfer of control Hanoi/Hong Kong to be effected at ROBKI for R66 traffic and Bangkok/Hong Kong at SUKAR for R85/R71 traffic.

6. Availability of flight levels: a) All levels except FL280 are available to traffic proceeding southwest bound on R85 and R85-ADMAK - R66 - Danang - A1. b) Only FL280 is available to traffic southwest bound on R71 and as indicated in para. 3) above. No level change will be permitted on R71 within 15 minutes flying time of EKUSA without co-ordination with Hong Kong. c) Flight levels 250 330 410 are reserved for traffic proceeding northeast bound on i) R85 to Hong Kong and ii) R85 SUKAR R71. d) Flight levels 270 290 370 are reserved for traffic proceeding northeast bound on i) A1 - Danang - R66 - ADMAK - R85 to Hong Kong and ii) A1 - Danang - R66 - BORNO - R71. e) In respect of c) and d) above other levels may be available subject to prior co-ordination with Hong Kong.

7. All non-scheduled traffic including non-scheduled cargo flights utilizing the routes described in para. 2) are to avoid departing/arriving Hong Kong between hours 0400-0800 GMT daily. (II-A08/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:
1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E - 2210N 11450E - Hong Kong withdrawn from service.

2. Route description. i) Southbound route - Guangzhou - Shilong ("LQ" NDB) - 2232N 11406E (ROMEO) - "HKG" NDB - Hong Kong. Transfer-of-control is at ROMEO. ii) Northbound route - Hong Kong - "CH" VOR - 2221.5N 11352E (TANGO) - 2224.5N 11348E (Neilingding Dao) - Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TANGO. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A17/79)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

TIRUCHCHIRAPPALLI INTL AIRPORT: Rwy 15-33 closed UFN. Side strip rwy 15-33 is also closed UFN. (II-11/1978)

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green - 62 and to provide for a two one way routing system east of Jakarta, the following redesignation of ATS route Green - 62 and establishment of ATS route Green - 61 will be effected.

2. The route segment Jakarta - Madin (06.08 S/110.23E) - Surabaya previously identified as Green - 62 to be redesignated as Green - 61 with the following specifications:

AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) - Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) - SBY VOR (07.21 S/112.46.50 E).

BB. Lower limit FL 245; upper limit FL 460.

CC. Controlling authority: Jakarta ACC.

DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as Green - 62 with the following specifications:

AA. Reporting points DPS VOR (08.48.40S/115.09.25E) - Sby vor (07.21.20S/112.46.50 E) - OC NDB - "CA" NDB (06.43S/108.34 E) - HLM VOR (06.24,2S/106.53.08,8 E).

BB. Lower limit FL 245; upper limit FL 460.

CC. Controlling authority: Jakarta ACC.

DD. This route shall be used westbound Traffic from Denpasar to Halim VOR. (II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

RADAR MAINTENANCE--BASRAH: Primary Radar at Basrah will be off the air for maintenance on the fourth day of each month from 0300 to 1500 GMT. (II-31/78)

ROUTINE GENERAL MAINTENANCE ON BASRAH INTL AIRPORT: WIE a routine general maintenance on Baghdad International Airport is carried out every Tuesday between 0900 to 1240 GMT. No aircraft is allowed to land or depart during the above mentioned period. (II-32/78)

SPECIAL NOTICE--Operations of HF/RT TX-Basrah: WIE and UFN HF/RT TX freq. 1333.6 MHz is off the air. (II-03/79)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centre line of the airways while within the Iraqi territories, acft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against acft violating the above instructions. (II-22/78)

SPECIAL NOTICE: INSTRUCTIONS FOR ENTERING BAGHDAD FIR--All aircraft must contact Baghdad Control at least 10 minutes prior entering BAGHDAD FIR on SSB Lower sideband on Frequency 9925 KHz daily from 0530 to 1630 and on frequency 3800 KHz daily from 1630 to 0530 GMT. (II-07/79)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.

(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."

(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.

(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.

(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIRAC A315/76 dated 20 December and AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.

2. On trial basis it is in force the following:

a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;

b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:

a. until crossing FL100 departing from aerodromes located within Milano TMA;
b. until crossing 6000 ft. departing from aerodromes located within Roma TMA. (II-116/79)

JAMAICA

SPECIAL NOTICE--Kingston radio remains dcmsnd, however, air/ground freq 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/1978)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:
a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit - 4500 feet AMSL

Controlling Authority - Kingston Area Control Center

Transition level - FL 50

Transition altitude - 4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace - Instrument Restricted).
b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace - Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.
2. Effective Daily Time Frame.
   Within Tokyo FIR: 1200Z-1700Z
   Within Honolulu FIR: 1300Z-2100Z
3. Usable Flight Levels. All IFR flight levels at or above FL290.
4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.
5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.
6. Flight Planning.
   a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:
      (1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.
      (2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.
   b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.
   c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.
   d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.
   e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.
7. Clearances.
   a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.
   b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.
8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.
9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.
10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:

Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.

Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:

(a) On Airway B39 - 10 minutes from Nairobi UTA.

(b) On ADR DA10 - 10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

KUWAIT

SPECIAL NOTICE: WIE, due to established control zone at KAF West base, all arrivals to OKBK via WAFRA are restricted to F60 or above until passing WAFRA then to maintain HDG 077 DEG MAG. DES as instructed by ATC to establish radial 154 DEG. KW VOR for commencing approach to R/W 33L/R or 15 L/R. Departure from 33L/R proceeding via WAFRA are to maintain HDG 170 DEG. MAG. as soon as possible after takeoff, cross a beam KW VOR F50 or above until intercepting radial 187 DEG. KW VOR. Westbound departure via WAFRA from R/W 15R/L proceed to KW VOR, climb as instructed by ATC. (II-02/79)

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-2-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:

   UNL

   GND
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643 S 572153 E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

MOZAMBIQUE

MAPUTO/NOF: All scheduled and non-scheduled flights are not allowed to operate between Mozambique and Rhodesia. All scheduled and non-scheduled overflights proceeding to or from Rhodesia are not allowed to operate through Mozambique territory. (I-A49/79)

MAPUTO/NOF: All overflights through Mozambique territory are subject to altitude restrictions. Flight operations should not be below FL200. Flights to be operated below FL200 are subject to prior permission request of 72 hours in advance addressed to FQMAYN with mention of such data as detailed in flight plan form. (I-A50/79)

VILANCULOS AD: Fuel 80/87 octane not available UFN. (I-A53/79)

MAPUTO/NOF: All international flights supplementary to scheduled international air services or change of aircraft type in relation to approved timetable require refueling guaranty to be directly requested from supplying company. Without prejudice to the AIP/Mozambique instructions, the same procedure must be followed by foreign aircraft engaged in non-scheduled flights. (I-A55/79)

NAMPULA AD: VOR VNP 113.9 MHz out of service UFN. (I-A57/79)

BEIRA AD: Overflying prohibited over DONDO (Coord. 193748S 344530E) bridges over Pungue River and Xiluvo Hills. ADR DW13 should be avoided for flights between Beira-Tete/Chin-Gozi aerodromes. Preferable route DA48/DW14. (I-A58/79)

INHAMBANE AD: Fuel 100/130 octane available. Fuel 80/87 and JA1 not available UFN. (I-A76/79)

NAMPULA AD: Fuel Jet A-1 not available UFN. (I-127/79)

MAPUTO AD: WIF commercial telex available for Mozambique Civil Aviation Headquarters at Maputo Code 6-507 CA HQ MO rpt 6-507 CA HQ MO. Introduce this telex number for Aeronautical Authority and for Organization of Aeronautical Information Service page GEN 1-1 of AIP/Mozambique. (I-132/79)

NEPAL

SPECIAL NOTICE: The following procedures are applicable to high level aircraft: (a) Outbound traffic from Kathmandu on R-25 is required to reach FL270 before entering VECC FIR and further climb to cruising level aircraft is required to contact VECCZR on 120.1 MHz or HF/RTF; (b) Inbound traffic from R-81 after receiving traffic information from VNKTZI on 124.7 MHz, is required to contact VECCZR on 120.1 MHz or HF/RTF to descend within VECCZR FIR so as to reach Simra at or above FL 150. (II-A005/78)

NETHERLANDS

HILVERSUM AIRPORT: The following runways have been established in lieu of "All Ways" (AW) landings--13-31 (750 x 50m), 05-23 (660 x 50m), and 18-36 (700 x 50m). The establishment of the runways is temporary and on a trial basis in order to fight possible noise disturbance for people living in the surroundings of the aerodrome. During this period the aerodrome will be available on prior permission only. (II-65/78)

AMSTERDAM FIR-ESTABLISHMENT OF VOR CHANGE-OVER POINTS (COPs): With reference to ICAC Annex 2 para 3.6.2.1&2 the following VOR change-over points for ATS routes will be established with effect from November 1, 1979, 0001 GMT.

a. the mid-point between two VORs or

b. the points on the VOR radial flown, where the direction of the route changes, except as provided for the following routes:

(U)A5 from Cambrai VORTAC to Spijkerboor VORTAC at ABEAM NICKY (ANI)

(U)R1N from Clacton VOR/DME to Spijkerboor VORTAC at REDFIR NORTH (RFN)

(U)B1 from Pampus VOR/DME to Dortmund VORTAC at ABEAM REKKEN (ARK)

These VOR change-over points are established in order to optimize navigation accuracy along VOR defined ATS routes within the Amsterdam FIR. (Ref AIP RAC-3-3.) (II-67/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

PAKISTAN

KARACHI/LAHORE FIR - PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:
   a. Position, flight level and time at which the deviation from the route is expected to be made.
   b. Direction and distance upto which the aircraft is likely to deviate from the route.
   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.

KARACHI: During the recent past numerous flights from Delhi bound for Lahore/Chakala have flight planned to operate via over-head a place named Anupgarh in Delhi FIR and then direct to Multan in Lahore FIR. It is notified that no such route segment has been established in Pakistan airspace. All Pilots therefore should not flight plan operations on such a route segment. All flights to Lahore/Chaklala shall operate strictly on any of the following established ATS routes while operating in Pakistan air space:

1. Via R60 (i.e. 3047N 7412E-Lahore-3246N 7316E-Chaklala).

2. Via G52 (i.e. 2828N 7215E-Rahimyar Khah-Dahore-3246N 7316E-Chaklala).

All pilots are warned that aircraft entry from East at any point other than along the established ATS routes would be regarded as Pakistan airspace violation.

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice.

PANAMA

SPECIAL NOTICE: Radar system in Perico Island. Due to the establishment of enroute radar air traffic control service, radar separation standards now apply within a 200 NM radius of Perico Island (coordinates 08°54'47"N, 079°31'29"W). The radar system will not have primary target or weather services available beyond 60 NM. Any aircraft desiring radar services beyond 60 NM must have an operating transponder. (II-54/78)

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: SUPERIOR LIMIT OF PANAMA TERMINAL CONTROL AREA (TMA)--Effective September 1, 1978, Superior Limit of the Panama Terminal Control Area (6000 ft. MSL) has been changed to 9000 ft. MSL. (II-52/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft below 10,000 ft. Mode A/3 Code 1200. VFR aircraft at and above 10,000 ft. Mode A/3 Code 1400. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

NEW NON-COMPULSORY REPORTING POINTS: Effective June 14, 1979, Non-Compulsory Reporting Points will be established as follows:

1) EKENA 13°41'N 078°10'W (Route UB 11).
2) TOLIN 13°20'N 079°20'W (Route UB 8).
3) ITANA 13°02'N 080°16'W (Route UG 4).
4) OPLOS 13°30'N 078°47'W (Route UB 10).

(II-21/79)

CHANGES ON NATIONALS ATS ROUTES: Effective September 18, 1979, Nationals ATS Routes have been changed as follow:

Route V 12:

1. Reporting Points GORDA and CHANGUINOLA eliminated.
2. Santa Cruz-Bocas del Toro Section:
   a) Distance: 148 NM
   b) MEA: 6000 ft. MSL
3. Bocas del Toro-Changuinola Section eliminated.

Route V 15:

1. Reporting Points REYNA and GARZON eliminated.
2. Blanco-Bocas del Toro Section:
   a) Distance: 31 NM
3. Sombrero-Bocas del Toro Section:
   a) MEA: 9000 ft. MSL

Route V 16:
1. Reporting Point DORA eliminated.
2. Arenosa-Bocas del Toro Section:
   a) Distance: 140 NM
   b) MEA: 7000 ft. MSL

Route V 17:
1. Reporting Points MANGO and LOBO eliminated.
2. Nance-Bocas del Toro Section:
   a) Distance: 38 NM
   b) MEA: 9600 ft. MSL

Route V 29:
1. Reporting Point TIGRE eliminated.
2. Masueto-Bocas del Toro Section:
   a) Distance: 110 NM
   b) MEA: 5000 ft. MSL.

(II-39/79)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/PAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

PORTUGAL

NAT REGION - "Fuel Conservation":

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region, on a trial basis:

   a) On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.

   EXAMPLE: "PA 101 5100N 30W 0436 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W".

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-126/79)

SANTA MARIA OCEANIC FIR - POSITION REPORT: Position report shall be made at Santa Maria Oceanic FIR boundary except for those flights along one of the organized tracks when crossing 45N boundary. (II-127/79)

SANTA MARIA OCEANIC CONTROL AREA - OCEANIC CLEARANCE: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Areas boundary.

1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria radio on a HF enroute frequency
2. Pilots should maintain a SELCAL watch for receipt of the clearance and while in communication with Santa Maria radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating.
3. Requests for clearances should include the following information:
   a) Call sign,
   b) Present and requested flight level,

c) Coordinates of OCA entry point and an accurate estimate for this point; and

d) Any change to filed flight plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-132/79)

SANTA MARIA OCEANIC FIR - ACTION IN THE EVENT OF AN IN-FLIGHT DETERIORATION IN NAVIGATION CAPABILITY: The pilot of the aircraft must advise Santa Maria OACC and each successive ATS unit on initial contact of any in-flight deterioration in navigational capability. (II-133/79)

SANTA MARIA FIR - FLIGHTS OVERFLYING SANTA MARIA TERMINAL CONTROL AREA ABOVE FL 155: Flights overflying Santa Maria Terminal Control Area above FL155 shall contact Santa Maria Control on 132.15 MHz in order to report the entry and exit points of Santa Maria Terminal Control Area and any other reporting points which they may overfly. (II-134/79)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES: With effect from July 12, 1979, the en-route NAT HF family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization. (AIP Portugal COM 2-9 refers). (II-146/79)

SANTA MARIA OCEANIC FIR-PLN DATA:

1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT organized tracks shall be specified in field type 13 of the flight plan;
2. For flights conducted along one of the organized tracks from the entry point into the NAT Flight Information Region to the exit point only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the flight plan.
3. Flights crossing the eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the flight plan. (II-147/79)

CABO VERDE RESTRICTIONS: WIE and UFN and due to safety reasons, landing permission in Republic of Cape Verde will be granted only to AMILCAR CABRAL International Airport, at Sal Island. Exception is made to flights covered by agreements signed by Cape Verde government. (II-165/79)

SANTA MARIA OCA: Pilots entering Santa Maria OCA from Dakar Oceanic FIR shall:

a. Comply with para. 4.4.1 ICAO SUPPS Doc. 7030 which states: "the last position report before passing from one FIR to an adjacent FIR shall also be made to the ATS unit serving the airspace about to be entered";

2. As hereby required, contact Santa Maria radio at least 30 minutes before to enter Santa Maria OCA reporting the estimated time and coordinates at the boundary with the FL, whichever is the earliest report, and,

3. As hereby required, maintain a continuous listening watch on the appropriate Santa Maria radio frequency, after the report required above, for possible amendment to the clearance received and related to the part of flight from Santa Maria OCA boundary to the destination airport.

Pilots are reminded that there is not any arrangement to receive these reports through any outside communication station and that the pilot-in-command has the responsibility for the transmission of these and subsequent position reports to Santa Maria Radio. As the clearances issued to those flights entering Santa Maria Oceanic from Dakar Oceanic are frequently not coordinated with Santa Maria OCA, pilots not complying with the above procedures are jeopardizing their flights and the other traffic flying in the Southern portion of the Santa Maria Oceanic FIR. (II-167/79)

ROUTES BETWEEN CARIBBEAN/SOUTH AMERICA (CAR/SAM) AND EUROPE: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, a 3-month trial of an organized traffic flow will be implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better AIC service and fuel economy.

A. ROUTE DEFINITION

1. For traffic to/from CAR/SAM and Northern Europe: R11 27N/50W 34N/40W 3927N/3110W (FLORES NDB) 45N/20W 47N/08W 4709N/0136W (NANTES VOR).

2. For traffic to/from CAR/SAM and the Iberian Peninsula: G61 27N/45W 29N/40W 33N/30W 36N/20W 37N/15W 3837N/0930W (BUG10), or R67 3927N/3110W (FLORES NDB) 41N/20W 41N/15W 4051N/0930W (DIRMA)

B. FLIGHT LEVEL UTILIZATION

1. Appropriate to the direction of flight.

C. FLIGHT PLANNING

1. Flights to/from or over the East Caribbean/Port-au-Prince and East area estimated to cross 30W during the periods - Northeastbound 0100 to 0800, or Southwestbound 1100 to 1800:

1.1 Should normally file the fixed routes.

1.2 Should when planning routes other than the fixed routes be prepared to be rerouted onto the fixed routes.

1.3 Way file random flight plans at other the time periods specified above.

2. Flights to/from the Western Caribbean/West of Port-au-Prince area may normally file random routes, but during the time periods specified in C.1. above, if the filed random routes conflict with,

approximates, or overflies a fixed route for a portion of the flight, they must prepare to be rerouted onto the fixed route for that portion of the flight.

3. The routing to/from 27N/45W (end point of G61) or 27N/50W (end point of R11) is random at all times.

4. For flights conducted along the fixed routes, the routes shall be defined in the flight plan by the appropriate route designator(s), e.g. R11, R67 or G61.

D. AIR TRAFFIC PROCEDURES FOR FIXED ROUTE OPERATIONS

1. 20 minutes minimum longitudinal separation shall be provided between aircraft operating on the fixed routes at the same flight level.

2. Northeastbound aircraft on R11 will be initially cleared to a southerly (with respect to NAT OTS) landfall (NANTES) to avoid strategic conflict with OTS traffic. They will be tactically (ATC action dependent upon the current traffic situation) recleared by Shanwick to Northern European destination when flight is at or about 45W.

3. Southwestbound aircraft from Northern Europe planning to operate on R11 will be cleared to join R11 at 45N/20W.

4. ATC centers involved shall take particular care to ensure that traffic crossing the fixed route structure is not penalized.

5. Abbreviated clearances shall not be issued by air traffic services when clearing an aircraft to follow one of the fixed routes. Full details of the cleared routes shall be specified in the clearance message. The pilot shall read back full details of the cleared route.

6. Aircraft operating on fixed route system shall report over the Lat/Long points specified in para 4 above.
(II-188/79)

ALTERNATIVE ROUTES BETWEEN CANARIAS ISLANDS AND SPAIN: Special alternative routes between Canarias Islands and Spain available only for traffic landing Spain.

1. Traffic departing Canarias destination airports in the Southern part of Spain may file flight plans routed via UA23 OLGAR LGS BEJ ROSAL SVL; before crossing OLGAR aircraft will request Lisboa Control clearance to proceed direct OLGAR VFA MONTE ONUBA 1 SVL. Such a clearance may be granted, pending on traffic situation at the time.

2. Traffic landing other Spanish airports may follow:

a. UA23 LGS BEJ ELVAR CCS TLO;
b. UA6 PST U818 MRT CCS TLD.

(II-190/79)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 - 07.00 and 12.00 - 15.30 GMT.

2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 - 05.00; 11.30 - 15.00 and 22.00 - 23.00 GMT.

3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 - 01.10 period between 03.00 - 05.00; 10.30 - 14.00 and 19.30 - 21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah

will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SEYCHELLES INTL-DISINSECTION OF AIRCRAFT:

All arriving aircraft at Seychelles International are required to have been disinsected on blocks at the last point of departure. Proof that such action has been taken must be recorded on the General Declaration. Failure to do so will require the aircraft to disinsected prior to disembarkation of passengers. (II-5/79)

UFN AVGAS 100LL not available. (I-006/79)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SPEED CONTROL PROCEDURES FOR ARRIVALS INTO AIRPORTS IN SINGAPORE:

1. INTRODUCTION

1.1 The objective of speed control is to facilitate radar approach sequencing of arriving aircraft and thereby minimizing delays to aircraft.

1.2 With immediate effect the existing speed control procedures in the Singapore AIP will be replaced by those detailed in the following paragraphs.

2. SPEED CONTROL PROCEDURES

2.1 All arriving turbo-prop and turbo-jet aircraft, within their own operational constraints, are to fly at 250 kts during the intermediate approach phase when within 30NM radius of the aerodrome reference point of Singapore Airport and at or below 10,000 ft.

2.2 During radar vectoring aircraft will maintain a speed of 210 kt until at least 12 track miles from touchdown by which time aircraft should either be closing in or established on the ILS. Aircraft will then reduce speed progressively to within 160 - 180 kt until 4NM from touchdown.

2.3 All the speeds mentioned are IAS.

3. EXEMPTION FROM SPEED LIMITATION

3.1 Pilots who may not be able to comply with the speed limits specified above for reasons of flight safety and/or weather should inform ATC and state the speed(s) acceptable.

3.2 ATC may suspend speed control by using the phrase "NO ATC RESTRICTION ON SPEED: when traffic conditions permit. (II-13/79)

SOLOMON ISLANDS

AGA- SOLOMON ISLANDS - FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

MADRID NOF--FUEL SUPPLY: Aircraft flying to Spain and needing fuel 100LL, must previously release clearance to Subsecretaria de Aviation Civil, including routing and quantity of fuel required. (II-626/79)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/1978)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWITZERLAND

SPEED REGULATION: WEF October 4, 1979, speed regulations as contained in AIP Switzerland will be changed as follows:

1. RAC 5-1, paragraph 4 (new)

Maximum Speed

a) In order to prevent hazards to the safety of air navigation civil flights below FL100 shall not exceed the maximum speed of 250 kt IAS.

b) are exempted from this regulation the aircraft that according to performance specifications must fly at a greater speed for reasons of safety. In such cases, the lowest possible speed according to flight status shall be maintained. In the case of IFR flights, the appropriate Air Traffic Control Unit shall be notified accordingly.

c) The Federal Office for Civil Aviation can grant exceptions in the case of air displays, test, etc.

d) Military aircraft flights below FL100 are subject to special speed regulations.

2. RAC 4-3, paragraph 1.3 shall be deleted and replaced by:

3. RAC 4-0, paragraph 5.2

Maximum Speed

During approaches to Geneva-Cointrin, Zurich and Bern-Belp Airports speed shall be reduced so as to reach at the maximum 250 kt IAS below FL100. ATC may give other instructions for speed in order to keep a smooth traffic flow. Assigned speeds shall be maintained also during intermediate approach. Pilots who cannot maintain the assigned speed, shall notify ATC immediately.

Speed applicable in holding patterns are indicated in RAC 4-0, para. 4.6. (II-69/79)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP - East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

DUBAI: Until further notice AVGAS will only be available at Dubai Airport by prior arrangement with British Petroleum. (Bahrain II-039/79)

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

UNITED KINGDOM

BLACKPOOL AIRPORT: AVGAS and AVTUR Fuel available by prior arrangement only. (II-A684/79)

LUTON: Until further notice supplies of aviation fuels AVGAS 100LL and AVTUR Jet A1 are restricted. Operators should consult their handling agent to ascertain the availability of fuel. (II-A690/79)

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:
1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18. (Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details). (Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY
(II-A6/79)

ZAGREB FIR/UIR: All flights entering FIR/UIR Zagreb from FIR/UIR Wien, with destination Pula, Rijeka or Zagreb shall enter FIR/UIR Zagreb at FL270 or below. (II-A4/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAMBIA

SPECIAL NOTICE: PROHIBITED AREA P21--A new prohibited area has been designated P21, position 14°38"S 28°49"E and radius is five nautical miles centered on the above coordinates, danger height is from ground to FL 100. Pilots at or below FL 100 to route clear of the area and ATC must route aircraft away from P21. (II-A07/78)

SPECIAL NOTICE: LOCATION INDICATORS--Lilayi Aerodrome has been assigned a location indicator. The aerodrome is now FLLY and Luanshya now becomes FLLA. (II-A08/78)

SPECIAL NOTICE: NDB LY 235 KHz--An NDB has been installed at Lilayi Aerodrome on the extended centerline of Rwy 11. Position 15°30'S/28°15'E. The NDB code LY has replaced LS, the former south beacon. Radiating power is 80 watts. Comments on range from pilots is most welcome. (II-A10/78).

LUSAKA FIR NON-SCHEDULED FLIGHTS: The Zambian airspace is closed to all non-scheduled flights until further notice. For those operators wishing to operate into and overfly Zambia must apply to the Commander Zambia National Defence Force giving ten (10) days prior notice and approval must be received by the applicant before a flight is undertaken. Also a temporary air service permit must be obtained in addition from the Ministry of Transport and Power and Communications, P. O. Box RW 65, Lusaka, Zambia. Telex. MPIC ZA 41680. The application must include the following:

(A) Pilot's name
(B) Operator's name and address
(C) Type of aircraft and registration marks
(D) Route or area of operation
(E) Purpose of flight, dates, timings, etc.

All applications are directed to the Commander Zambia National Defence Force. (II-7/79)

LUSAKA FIR TRAFFIC ON DR 38 AND DA 10: With immediate effect the upper limit of DR 38 has been raised to FL 330 and DA 10 from FL 330 to unlimited. Operators are requested to note the change in the Lusaka FIR. Traffic on DR 38 eastbound must use levels from FL 330 and below, westbound must use flight levels from FL 310 and below. Traffic on DA 10 Nairobi to Jan Smuts must use flight levels from FL 350 and above and from Jan Smuts to Nairobi must use flight levels from FL 370 and above. (II-8/79)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.)
Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.

*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.7 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.
The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small acft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information will become effective on November 29, 1979. This information amends the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 2, dated October, 1979.

A. MODIFICATIONS

SECTION 1 - NAR EASTBOUND ROUTES

No Changes.

SECTION 2 - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA120	Gander	HL577 Sydney HL575	Yarmouth

(B) Non-Common Portion (Westbound)

VIA ALBANY

Non-Common Portions from Albany

Albany	Pawling Calverton Calverton 193 Radial J121 Coyle 100 Radial Coyle	McGuire
Albany	Pawling Calverton Calverton 193 Radial J121 Sea Isle	Dover

B. ADDITIONS

There are no additions to the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 2, dated October, 1979.

C. DELETIONS:

There are no deletions to the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 2, dated October, 1979.

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

*This issue supersedes previous issue dated January 9, 1980.

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centreline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet-- from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 October 1979 all aircraft operating within the FIR WIEN according to the Instrument Flight Rules shall carry on board at least one SSR

transponder meeting the Standards of ICAO Annex 10, Volume 1, Part 1, item 2.5.

2. The transponder shall have the following minimum capability:
a) to respond to Mode A interrogations and to reply with 4096 codes and
b) to respond to Mode C interrogations with automatic pressure altitude reporting.

3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.

4. If pilots select on Mode A either Code 7700, 7600 or 7500, this will be automatically indicated on the controller's display.

5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part 1, item 13.4.

6. Exemptions from the above mentioned items 1 or 2 have to be addressed well in advance before filing the flight plan either via telephone or via AFTN to the ATC Center Wien (ATCC WIEN or AFTN, LOWWZR), such exemptions will be granted in particular cases only.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and AIC 7/79. (II-A085/79)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:
1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the Austrian airspace; the equipment shall have the following capability:
a) to respond to Mode A interrogations and to reply with 4096 codes and
b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR-UFN all flights routing airway Amber One between Dubai and Jiwani are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact Teheran on 133.4 MHz. Military aircraft transiting airway Amber One will be kept clear of traffic by military radar. (II-218/78)

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Following new danger area established with effect from 0001 09 August 1979.

Destination: OB/D51
Name: JASIRAT GHAZANT
Lat. Limits: Airspace contained within a segment of a circle radius 10 NM centered on 173548N 560754E commencing at 173624N 555712E clockwise to 172818N 561412E.
Vert. Limits: MSL/40,000 ALT
Type of Restriction: Gun firing
Remarks: Active H24.
(II-147/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
 A. To Jeddah via B55W Golbi - Silno - Malaga - Raghba - G53 - Jeddah or A1 - Silno - G53W - Riyadh - G53 - Jeddah.
 B. From Jeddah B57 - Darb - Afif - Riyadh - G53E - Dhahran or Jeddah - B57 - Quasumah.
 C. Inbound FL 310 or above.
 D. Outbound via Gassim - B57 - Qaisumah FL 290 and below or via Riyadh - G53E - Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.
 A. To Jeddah via A60.
 B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina - A60.
 C. Inbound FL 310 to Jeddah.
 D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.
 A. To Jeddah. W22 - Medina - A60 - Jeddah.
 B. From Jeddah. Via Majed thence MAD 158R to Medina W22.
 C. Flight levels to be determined.

4. Traffic from/to Cairo Area.
 A. To Jeddah. Via Luxor - R39 - Jeddah.
 B. From Jeddah. A26 - Alwajh - W4 - Luxor.
 C. Inbound flight level unrestricted.
 D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.
 A. To Jeddah. Khartoum - G498 - Jeddah.
 B. From Jeddah. G49 - Khartoum.
 C. Flight levels to be determined.

6. Traffic from/to Kuwait.
 A. To Jeddah or Riyadh. Golbi - Magala - Raghba - G53 - Jeddah.
 B. From Jeddah. B57 - Quaisumah.
 C. Inbound to Jeddah / Riyadh FL 310 and above.
 D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.
 E. Inbound overflying Jeddah B54 - HIL - A60 FL 310 and above.
(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to

PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

MILITARY RESTRICTED AREA: Due to establishment by Kuwait authorities of permanent, H24 GL/UNL, military training restricted area within coordinates:

2831N 4817E	2826N 4747E
2804N 4752E	2740N 4830E
2736N 4848E	2831N 4817E

Airways B55W and B55E have been changed as follows.
B55W: Dhahran DHA VOR PSN 2617.0N 05010.0E; Radial DHA 325; MAG track 144/324 deg.; Dist. 112 NM to new PSN; Golbi 2750.0N 4859.5E to Kuwait VOR KW Radial KW 143; Width 10 NM.

B55E: Bahrain BI VOR PSN 2615.9N 05039.1E; Radial BI 326; MAG track 145/325; Dist. 124 to new PSN; SELEG 2800.0N 04923.3N to Failaka NDB FI; Width 30 NM.
(II-150/79)

AIRWAY B55 DIRECT TRACK BETWEEN BAHRAIN AND KUWAIT HAS BEEN WITHDRAWN: All flights between Bahrain and Kuwait to route via Airway B55E Reporting Point SELEG PSN 2800.0N 04923.5E. All flights between Dhahran and Failaka to route via Airway B55W Reporting Point Golbi PSN 2750.0N 04859.3E. Direct tracks Bahrain/Kuwait and Dhahran/Failaka may be approved subject to prior coordination between units concerned but are not to be flight planned. (II-151-79) BAHRAIN FIR: The following new airways will be introduced within Bahrain FIR WEF 0001 GMT on 27 December 1979:

BLUE FIFTY NINE (B59): From Kuwait KW VOR via SELEG (28°01.5'N 49°22.'E) to Bahrain, BAH VOR.

RED SIXTY FIVE (R65): From Kuwait KW VOR via GOLBI (27°50.0'N 48°59.5'E) to Dhahran DHA VOR.

Accordingly the designators of the following existing airways will change WEF 0001 GMT on 27 December 1979:

BLUE FIFTY FIVE (B55): Between Kuwait KW VOR and SELEG re-designated BLUE FIFTY NINE (B59). Between SELEG and Bahrain BAH VOR re-designated BLUE FIFTY FIVE/BLUE FIFTY NINE (B55/B59).

BLUE FIFTY FIVE EAST (B55E): Between Failaka FI NDB and SELEG re-designated BLUE FIFTY FIVE (B55).

RED FIFTY EIGHT (R58): Between Kuwait KW VOR and GOLBI re-designated RED SIXTY FIVE (R65). Between GOLBI and Dhahran DHA VOR re-designated RED FIFTY EIGHT/RED SIXTY FIVE (R58/R65).

RED FIFTY EIGHT EAST (R58E): Between Failaka FI NDB and GOLBI re-designated RED FIFTY EIGHT (R58). (II-217/79)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight - procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. - to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. - to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

With immediate effect all providers of aviation fuel for transient aircraft will deliver 100L (low lead) octane fuel instead of 80/87 octane. (II-A78/79)

SANTIAGO FLIGHT INFORMATION REGION OVERFLIGHT RESTRICTION: WIE it reiterates to all general aviation aircrafts and public transport the restriction to overflight Santiago City except those aircraft must land or take off. (II-A92/79)

CROSSING CHILE/ARGENTINA BOUNDARY: WIE the crossing of the Chile/Argentina boundary of all commercial aircrafts in regular or non-regular flight must be done under IFR FPL and by controlled airspaces. (II-A93/79)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001

GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PEKING/CAPITAL AIRPORT: Runway surface conditions: Operational tests indicate that the surface of the runway 18R/36L at Peking/Capital Airport lacks desired roughness. Pilots are, therefore, reminded that particular care must be exercised during take-off and landing under rainy, snowy or icing weather conditions. (II-12/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;
   (10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.
   Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.
3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.
4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

CUBA

GUANTANAMO BAY: See the DOD Enroute Supplement-Caribbean and South America for additional information.

CAMAGUEY-VOR/DME: Under experimental basis a VOR/DME service has been implemented Ignacio Agramonte International Airport from July 20, 1979, with the following features:

Identification : UCM
VOR Frequency : 114.1 MHz
VOR Power : 50W
Location : 21°26'18'N/77°48'04'W
DME Channel : 88x
DME Power : 1 W
Interrogating
Frequency (on board): 1112 MHz
Ground Frequency : 1175 MHz
Transmission : A2
(II-A06/79)

DOMINICAN REPUBLIC

CIBAO AP.-OPENING TO INTERNATIONAL AIR TRAFFIC: With effect July 1, 1979, has been authorized for international air traffic passengers, cargo and mail operations, the CIBAO AP, located in Santiago city, Dominican Republic. The characteristics of utilization are the following:
Coordinates: 19°28'N/70°42'W; Elevation: 125M; Operating hours: HJ; Administrative authority: Administracion del Aeropuerto Intl. CIBAO; Postal address: Aeropuerto Intl. CIBAO, Santiago, Dominican Republic; Fuel: 100/130; Customs and immigration services: available; Navigation aids: NDB 255 KHz (test basis), Loc 19°28'N/70°44'W, ID STO; Radio communication: VHF - 118.3 MHz. Runway--Designation: 12/30; Dimensions: 1585M x 48M; Surface: Asphalt; Strength: 22,000 lb. SIWL; Strip: Inadequates; Runway Lighting: Edge, Threshold; Marking Aids: Runway Designators, Runway Centerline, Threshold; Visual Ground Aids: Wind Direction Indicator, Aerodrome Beacon; Area Obstruction: Hill to the E and ESE.
No other data available. (II-06/79)

AIRPORTS OF DE LAS AMERICAS, LA ROMANA OR CIBAO: The only requirement for private aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana or Cibao, is sending the corresponding flight plan. The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana, or Cibao, must obtain permission with at least 72 working hours in advance, via cable from DIRAVIC, Santo Domingo, Dominican Republic. (II-07/79)

DE LAS AMERICAS INTL AP.-NEW RADIO ADI IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new measuring equipment DME, associated with CDO VOR 114.7 MHz, with the following characteristics:

Location : 18°25'59'/69°40'02'W
Idenfification VOR/DME: CDO
Channel DME : 94X
Coverage VOR/DME: 200 NM
Hours Operation: H24
(II-09/79)

PUERTO PLATA-SHUTDOWN OF OLD VOR PTA 115.1 MHz: With effect August 17, 1979, the old VOR PTA 115.1 MHz, located 19°43'46"n/70°38'35"W, has been shutdown. (II-10/79)

PUERTO PLATA AP.-NEW RADIO AID IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new omnidirectional radio beacon and distance measuring equipment VOR/DME at the new airport in construction IA UNION Puerto Plata, with the following characteristics:

Location: 19°45'30.41"N/70°34'17.66"W
Identification VOR/DME: PTA
Frequency VOR: 115.1 MHz
Channel DME: 98X
Coverage VOR/DME: 200 NM
Hours Operation: H24
Usable for enroute navigation and APCH.
DME unusuable from 115° to 290° below 8,000 ft. beyond 35 NM. (II-11/79)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

SPECIAL NOTICE: CAIRO ATS ROUTE SYSTEM--All flights over Egyptian territories should not fly below FL 85 except within Cairo Control Zone and when landing and taking off at other aerodromes. Realignment of Advisory Route AD 10 from Abu Simbel to DA 10 D as follows: Position DA 10 D 2200 N 3145 E; Magnetic Track and distance between SML and DA 10 D 164/344° and 23 NM; Route from DA 10 D to Shindi instead of to Karima. ATS/MET reporting point DA 10 D 2200 N 3145 E change to be position Abu Simbel 2221 N 3137 E. Reassignment of Cairo FIR route Cairo/Baltim/A 16 only for departing traffic to Nicosia FIR. Such traffic will be restricted to operate from FL 100 to FL 150 in between Cairo Zone boundary/Baltim. Coordinates Baltim (3135 N 3057 E). (II-10/78)

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

SPECIAL NOTICE: AIRCRAFT TO MAINTAIN HEADING 327° PERIM TO ETBIN AND VV 147° HFFF TO ETBIR 349° AND 169° OSCAR TO ETBIR--WIE all aircraft should maintain heading 327° PERIM ISLAND to ETBIN and 147° ETBIN to PERIM ISLAND. Aircraft exiting Djibouti to ETBIR should maintain a heading of 349° after ETBIR direct to OSCAR and a heading of 169° OSCAR to ETBIR. (II-14/79)

SPECIAL NOTICE: AIRCRAFT FLYING ALONG DR39 TO MAINTAIN CENTERLINE OF ADR ROUTE--WIE all aircraft which fly along DR39 Djibouti/39 Mike/Ferfer/Djibouti should strictly maintain centerline of advisory route on both their inbound and outbound legs. (II-15/79)

SPECIAL NOTICE: SUBMISSION OF FLIGHT PLAN REQUIRED PRIOR TO ENTERING ETHIOPIAN AIRSPACE--WIE all aircraft which intend to fly over the Ethiopian airspace should at all times submit their flight plans to HAABZQ prior to entering Ethiopian airspace. (II-16/79)

SPECIAL NOTICE: FLIGHT IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO CONTACT ASSAB TOWER IS MANDATORY--WIE all aircraft which fly in the vicinity of Assab and abeam Assab to establish contact with Assab tower on 118.3 MHz is mandatory. (II-17/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

FINLAND

NOTIFICATION OF LIGHTS WITHIN ADIZ: Ref. AIP, RAC 1-1-5, para 1.2.1.2.2. For non-scheduled flights departing from Finnish territory intended to be operated in the Air Defence Identification Zone (ADIZ), the estimated time of entry and/or the estimated time of leaving the ADIZ shall be inserted in item 18 of the flight plan form. For flights operated within the ADIZ the abbreviation "ADIZ" without time definition shall be inserted.

Examples: RMK/ADIZ 1815/2000
RMK/ADIZ 1815
RMK/ADIZ
(II-28/79)

COM FAILURE PROCEDURES FOR FLIGHTS BOUND FOR USSR:
1. Introduction
1.1 Because the regulations applied by the USSR to flights enroute to aerodromes in their territory do not yet conform to the applicable worldwide radio communication failure provisions of ICAO, the following temporary relief measures have been developed:
2. Applicable Procedures
2.1 In case of radio communication failure before having obtained an authorization to enter the USSR airspace, pilots of aircraft operating on flights to destinations located within the USSR shall, if at all possible, apply the first alternative specified in the worldwide ICAO provisions, i.e., if in VMC, continue to fly in these conditions, land at the nearest suitable aerodrome outside the USSR territory and report the arrival by the most expeditious means to the appropriate air traffic services unit.
2.2 If this is not possible, the following specific provisions apply:
a) Aircraft in level flight bound for the USSR via Helsinki VOR and thence on ATS route R1/UR1 and experiencing radio communication failure before having obtained an authorization to enter the USSR airspace shall continue their flight maintaining their last assigned flight level up to DME fix BRAVO (RL 118° HEL, DME 25 NM).
b) Upon reaching BRAVO such aircraft shall:
i) enter the published holding pattern;
ii) descend in the holding pattern to a level situated half of the applicable vertical separation below that previously occupied (i.e. 300 m (1000 ft) if above FL 290 and 150 m (500 ft) if at or below FL 290);
iii) remain for 10 minutes at that level and in that holding pattern;
iv) thereafter commence descent for approach and landing to a suitable runway at Helsinki-Vantaa aerodrome.
2.3 Aircraft experiencing radio communication failure after having obtained an authorization to enter the USSR airspace, can continue their flight into the USSR.
Note. - The above mentioned authorization shall normally be obtained at least 10 minutes prior to crossing the Tampere/Leningrad FIR boundary and prior to take-off when departing from Helsinki-Vantaa aerodrome. (II-62/79)

CHANGES TO AVAILABILITY OF INTERNATIONAL AIRPORTS (REF. AIP, AGA 1-1):
Helsinki/Malmi International Airport closed to non-scheduled commercial aircraft.

Kruunupi Airport opened to international flights. Customs available on 1 hour prior notice Monday through Friday, from 0600-1415 GMT. Other hours--2 hours prior notice.

Rovaniemi Airport opened to international flights. Customs available 24 hours on 1-1/2 hours prior notice.

Tampere-Pirkkala International Airport customs available Monday through Friday 0500-1300, 16-2400 GMT, Saturday 0500-1300 GMT, Sunday 1600-2400 GMT. Customs

availability at other time require 1-1/2 hours prior notice. (II-63/79)

GERMANY (EAST)

LEIPZIG--All VOR radials as depicted in the AIP are reduced by 1 degree, however, radial 241 degrees is reduced by 2 degrees. (II-43/78)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
- aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
- aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
- date of flight
- aircraft identification (Item 7)
type of aircraft (Item 9)
- aerodrome of departure and estimated time of departure (Item 13)
- route (Item 15)
- aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flignts, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444-

-RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444-RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

ATHINAI VOLMET--CHANGE OF FREQUENCY: On the AIRAC date of 4 October 1979 and at 1000 GMT the Athinai VOLMET frequency of 135.6 MHz will be changed to 127.8 MHz. AIP Greece Vol. 1 COM 2-8 and MET 3-1 should be annotated accordingly. (II-27/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

      i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

      ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

   c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

      i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

      ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

      iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

   d. Flights operating predominantly in North-South direction:

      i) For flights whose flight path are predominantly oriented in a North-South direction, the planne track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an EastWest direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

GREENLAND. NARSSARSSUAQ. FUEL GRADES: From approximately 1 Sept. 1979 Narssarssuaq Aerodrome will no longer supply aircraft with fuel grades 115/145. From the same date fuel grade 100 LL will be available. Ref. AIP Greenland and Faroe Island, page AGA 2-BGBW-1. (II-8/79)

GODTHAB/NUUK, GREENLAND: Aerodrome available for international traffic. VFR only. Twelve hours prior notice required. (AIP AMD 42)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

HONG KONG: CARRIAGE OF EXTRA HOLDING FUEL--Aircraft arriving at Hong Kong during the peak arrival period, 0500-0800 GMT daily are advised to carry ten minutes holding fuel in addition to the normal diversion/holding requirement. NOTE: This advice results from preliminary studies of random samples of arriving traffic during peak hours in May, June and July 1976: these revealed that delays were experienced on a number of occasions for traffic reasons alone. Carriage of the extra ten minutes fuel should reduce the possibility of diversion, due to traffic congestion, to less than 7% in even the busiest peak arrival periods. (II-A26/78)

SPECIAL NOTICE: FLIGHT LEVEL RESTRICTIONS ON ATS ROUTES R85, R71 and A1 (WEST OF CH) --Flight level restrictions as follows: FL280 south-bound on R85 not available; FL280 not available to A1 (west of CH) and R71 traffic; and Hong Kong will not accept traffic at FL290 on R85 and R71. (II-A41/78)

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 - 0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

SPECIAL ATC PROCEDURES DURING PEAK PERIOD--Special ATC procedures are in force during peak arrival period 0500-0800 daily on trial basis. During this period: Radar control/radar monitoring service will be provided throughout the Hong Kong TMA: All departures will be issued with SID clearances, and will be required to adhere to allocated SID tracks and associated FL restrictions. Operators should take these into account in meeting the requirement to reach cruising level at or before the TMA boundary. Arrivals may be instructed by area radar to arrange descent to reach a specified level at a specified DME range and aircraft routing on Amber 83 will be controlled on frequency 123.7 MHz instead of 121.3 MHz. (II-A34/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

ATS ROUTE-G86: Reference AIP - HONG KONG page RAC 3-6. With effect from 29th November 1979, ATS Route G86 will become one-way route available to eastbound traffic only. (II-A05/79)

TEMPO ARRANGEMENTS FOR AIR TRAFFIC OPERATING BETWEEN HONG KONG FIR AND BANGKOK/HANOI FIR: WEF 23100001 GMT 1979 UFN on activation danger areas announced in PRC Class Two NOTAM No. 19 dated 23 July 1979 the following arrangements temporarily supersede arrangements for use of A1 (west of CH) within Hong Kong FIR/Area of Responsibility as defined in AIP-HONG KONG RAC 3-7 and Class Two NOTAM A37/78 pending outcome of consultations by ICAO for continued use of this portion of A1.

1. REF NOTAM Class Two A07/79, Hong Kong ACC will not accept Bangkok/Manila traffic transiting Hong Kong Area of Responsibility on ATS route R66. Hong Kong will resume control of ATS route R66 between reporting points ROBKI and BORNO. Bangkok/Manila traffic to be accommodated R85 - LEMOK/R49 - TSN - R68 - KIBAG - Lubang/Manila and vice versa. Flight levels will be assigned as available.

2. Aircraft departing/arriving Hong Kong to/from the southwest must flight plan for one of the following routes: R85, or R85 - ADMAK - R66 - Danang - A1 and vice versa.

3. Traffic to/from Bangkok - Japan and other points to the northeast of Hong Kong may route Bangkok - A1 - Danang - R66 - BORNO thence R71. ADMAK - BORNO - also to be controlled by Hong Kong.

4. Longitudinal separation 20 minutes to be applied all routes.

Transfer of control Hanoi/Hong Kong to be effected at ROBKI for R66 traffic and Bangkok/Hong Kong at SUKAR for R85/R71 traffic.

6. Availability of flight levels: a) All levels except FL280 are available to traffic proceeding southwest bound on R85 and R85-ADMAK - R66 - Danang - A1. b) Only FL280 is available to traffic southwest bound on R71 and as indicated in para. 3) above. No level change will be permitted on R71 within 15 minutes flying time of EKUSA without co-ordination with Hong Kong. c) Flight levels 250 330 410 are reserved for traffic proceeding northeast bound on i) R85 to Hong Kong and ii) R85 SUKAR R71. d) Flight levels 270 290 370 are reserved for traffic proceeding northeast bound on i) A1 - Danang - R66 - ADMAK - R85 to Hong Kong and ii) A1 - Danang - R66 - BORNO - R71. e) In respect of c) and d) above other levels may be available subject to prior co-ordination with Hong Kong.

7. All non-scheduled traffic including non-scheduled cargo flights utilizing the routes described in para. 2) are to avoid departing/arriving Hong Kong between hours 0400-0800 GMT daily. (II-A08/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:
1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E - 2210N 11450E - Hong Kong withdrawn from service.

2. Route description. i) Southbound route - Guangzhou - Shilong ("LQ" NDB) - 2232N 11406E (ROMEO) - "HKG" NDB - Hong Kong. Transfer-of-control is at ROMEO. ii) Northbound route - Hong Kong - "CH" VOR - 2221.5N 11352E (TANGO) - 2224.5N 11348E (Neilingding Dao) - Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TANGO. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A17/79)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

TIRUCHCHIRAPPALLI INTL AIRPORT: Rwy 15-33 closed UFN. Side strip rwy 15-33 is also closed UFN. (II-11/1978)

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green - 62 and to provide for a two one way routing system east of Jakarta, the following redesignation of ATS route Green - 62 and establishment of ATS route Green - 61 will be effected.

2. The route segment Jakarta - Madin (06.08 S/110.23E) - Surabaya previously identified as Green - 62 to be redesignated as Green - 61 with the following specifications:

AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) - Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) - SBY VOR (07.21 S/112.46.50 E).

BB. Lower limit FL 245; upper limit FL 460.

CC. Controlling authority: Jakarta ACC.

DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as Green - 62 with the following specifications:

AA. Reporting points DPS VOR (08.48.40S/115.09.25E) - Sby vor (07.21.20S/112.46.50 E) - OC NDB - "CA" NDB (06.43S/108.34 E) - HLM VOR (06.24,2S/106.53.08,8 E).

BB. Lower limit FL 245; upper limit FL 460.

CC. Controlling authority: Jakarta ACC.

DD. This route shall be used westbound Traffic from Denpasar to Halim VOR. (II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

RADAR MAINTENANCE--BASRAH: Primary Radar at Basrah will be off the air for maintenance on the fourth day of each month from 0300 to 1500 GMT. (II-31/78)

ROUTINE GENERAL MAINTENANCE ON BASRAH INTL AIRPORT: WIE a routine general maintenance on Baghdad International Airport is carried out every Tuesday between 0900 to 1240 GMT. No aircraft is allowed to land or depart during the above mentioned period. (II-32/78)

SPECIAL NOTICE--Operations of HF/RT TX-Basrah: WIE and UFN HF/RT TX freq. 1333.6 MHz is off the air. (II-03/79)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centre line of the airways while within the Iraqi territories, acft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against acft violating the above instructions. (II-22/78)

SPECIAL NOTICE: INSTRUCTIONS FOR ENTERING BAGHDAD FIR--All aircraft must contact Baghdad Control at least 10 minutes prior entering BAGHDAD FIR on SSB Lower sideband on Frequency 9925 KHz daily from 0530 to 1630 and on frequency 3800 KHz daily from 1630 to 0530 GMT. (II-07/79)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.

(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."

(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.

(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.

(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIRAC A315/76 dated 20 December and AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.

2. On trial basis it is in force the following:

a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;

b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:

a. until crossing FL100 departing from aerodromes located within Milano TMA;

b. until crossing 6000 ft. departing from aerodromes located within Roma TMA. (II-116/79)

JAMAICA

SPECIAL NOTICE--Kingston radio remains dcmsnd, however, air/ground freq 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/1978)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit - 4500 feet AMSL

Controlling Authority - Kingston Area Control Center

Transition level - FL 50

Transition altitude - 4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace - Instrument Restricted).
b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace - Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.
   Within Tokyo FIR: 1200Z-1700Z
   Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:

Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.

Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:

(a) On Airway B39 - 10 minutes from Nairobi UTA.

(b) On ADR DA10 - 10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

KUWAIT

SPECIAL NOTICE: WIE, due to established control zone at KAF West base, all arrivals to OKBK via WAFRA are restricted to F60 or above until passing WAFRA then to maintain HDG 077 DEG MAG. DES as instructed by ATC to establish radial 154 DEG. KW VOR for commencing approach to R/W 33L/R or 15 L/R. Departure from 33L/R proceeding via WAFRA are to maintain HDG 170 DEG. MAG. as soon as possible after takeoff, cross a beam KW VOR F50 or above until intercepting radial 187 DEG. KW VOR. Westbound departure via WAFRA from R/W 15R/L proceed to KW VOR, climb as instructed by ATC. (II-02/79)

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-2-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.

2. Vertical limits of the airspace:

   $$\frac{\text{UNL}}{\text{GND}}$$

3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between
Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643 S 572153 E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

MOZAMBIQUE

MAPUTO/NOF: All scheduled and non-scheduled flights are not allowed to operate between Mozambique and Rhodesia. All scheduled and non-scheduled overflights proceeding to or from Rhodesia are not allowed to operate through Mozambique territory. (I-A49/79)

MAPUTO/NOF: All overflights through Mozambique territory are subject to altitude restrictions. Flight operations should not be below FL200. Flights to be operated below FL200 are subject to prior permission request of 72 hours in advance addressed to FQMAYN with mention of such data as detailed in flight plan form. (I-A50/79)

VILANCULOS AD: Fuel 80/87 octane not available UFN. (I-A53/79)

MAPUTO/NOF: All international flights supplementary to scheduled international air services or change of aircraft type in relation to approved timetable require refueling guaranty to be directly requested from supplying company. Without prejudice to the AIP/Mozambique instructions, the same procedure must be followed by foreign aircraft engaged in non-scheduled flights. (I-A55/79)

NAMPULA AD: VOR VNP 113.9 MHz out of service UFN. (I-A57/79)

BEIRA AD: Overflying prohibited over DONDO (Coord. 193748S 344530E) bridges over Pungue River and Xiluvo Hills. ADR DW13 should be avoided for flights between Beira-Tete/Chin-Gozi aerodromes. Preferable route DA48/DW14. (I-A58/79)

INHAMBANE AD: Fuel 100/130 octane available. Fuel 80/87 and JA1 not available UFN. (I-A76/79)

NAMPULA AD: Fuel Jet A-1 not available UFN. (I-127/79)

MAPUTO AD: WIF commercial telex available for Mozambique Civil Aviation Headquarters at Maputo Code 6-507 CA HQ MO rpt 6-507 CA HQ MO. Introduce this telex number for Aeronautical Authority and for Organization of Aeronautical Information Service page GEN 1-1 of AIP/Mozambique. (I-132/79)

NEPAL

SPECIAL NOTICE: The following procedures are applicable to high level aircraft: (a) Outbound traffic from Kathmandu on R-25 is required to reach FL270 before entering VECC FIR and further climb to cruising level aircraft is required to contact VECCZR on 120.1 MHz or HF/RTF; (b) Inbound traffic from R-81 after receiving traffic information from VNKTZI on 124.7 MHz, is required to contact VECCZR on 120.1 MHz or HF/RTF to descend within VECCZR FIR so as to reach Simra at or above FL 150. (II-A005/78)

NETHERLANDS

HILVERSUM AIRPORT: The following runways have been established in lieu of "All Ways" (AW) landings--13-31 (750 x 50m), 05-23 (660 x 50m), and 18-36 (700 x 50m). The establishment of the runways is temporary and on a trial basis in order to fight possible noise disturbance for people living in the surroundings of the aerodrome. During this period the aerodrome will be available on prior permission only. (II-65/78)

AMSTERDAM FIR-ESTABLISHMENT OF VOR CHANGE-OVEB POINTS (COPs): With reference to ICAO Annex 2 para 3.6.2.1.2 the following VOR change-over points for ATS routes will be established with effect from November 1, 1979, 0001 GMT.

a. the mid-point between two VORs or

b. the points on the VOR radial flown, where the direction of the route changes, except as provided for the following routes:

(U) A5	from Cambrai VORTAC to Spijkerboor VORTAC at ABEAM NICKY (ANI)
(U) R1N	from Clacton VOR/DME to Spijkerboor VORTAC at REDFIR NORTH (RFN)
(U) B1	from Pampus VOR/DME to Dortmund VORTAC at ABEAM REKKEN (ARK)

These VOR change-over points are established in order to optimize navigation accuracy along VOR defined ATS routes within the Amsterdam FIR. (Ref AIP RAC-3-3.) (II-67/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

PAKISTAN

KARACHI/LAHORE FIR - PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:
   a. Position, flight level and time at which the deviation from the route is expected to be made.
   b. Direction and distance upto which the aircraft is likely to deviate from the route.
   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.

KARACHI: During the recent past numerous flights from Delhi bound for Lahore/Chakala have flight planned to operate via over-head a place named Anupgarh in Delhi FIR and then direct to Multan in Lahore FIR. It is notified that no such route segment has been established in Pakistan airspace. All Pilots therefore should not flight plan operations on such a route segment. All flights to Lahore/Chaklala shall operate strictly on any of the following established ATS routes while operating in Pakistan air space:

1. Via R60 (i.e. 3047N 7412E-Lahore-3246N 7316E-Chaklala).

2. Via G52 (i.e. 2828N 7215E-Rahimyar Khah-Dahore-3246N 7316E-Chaklala).

All pilots are warned that aircraft entry from East at any point other than along the established ATS routes would be regarded as Pakistan airspace violation.

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice.

PANAMA

SPECIAL NOTICE: Radar system in Perico Island. Due to the establishment of enroute radar air traffic control service, radar separation standards now apply within a 200 NM radius of Perico Island (coordinates 08°54'47"N, 079°31'29"W). The radar system will not have primary target or weather services available beyond 60 NM. Any aircraft desiring radar services beyond 60 NM must have an operating transponder. (II-54/78)

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: SUPERIOR LIMIT OF PANAMA TERMINAL CONTROL AREA (TMA)--Effective September 1, 1978, Superior Limit of the Panama Terminal Control Area (6000 ft. MSL) has been changed to 9000 ft. MSL. (II-52/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft below 10,000 ft. Mode A/3 Code 1200. VFR aircraft at and above 10,000 ft. Mode A/3 Code 1400. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

NEW NON-COMPULSORY REPORTING POINTS: Effective June 14, 1979, Non-Compulsory Reporting Points will be established as follows:

1) EKENA 13°41'N 078°10'W (Route UB 11).
2) TOLIN 13°20'N 079°20'W (Route UB 8).
3) ITANA 13°02'N 080°16'W (Route UG 4).
4) OPLOS 13°30'N 078°47'W (Route UB 10).

(II-21/79)

CHANGES ON NATIONALS ATS ROUTES: Effective September 18, 1979, Nationals ATS Routes have been changed as follow:

Route V 12:

1. Reporting Points GORDA and CHANGUINOLA eliminated.
2. Santa Cruz-Bocas del Toro Section:
   a) Distance: 148 NM
   b) MEA: 6000 ft. MSL
3. Bocas del Toro-Changuinola Section eliminated.

Route V 15:

1. Reporting Points REYNA and GARZON eliminated.
2. Blanco-Bocas del Toro Section:
   a) Distance: 31 NM
3. Sombrero-Bocas del Toro Section:
   a) MEA: 9000 ft. MSL

Route V 16:
1. Reporting Point DORA eliminated.
2. Arenosa-Bocas del Toro Section:
    a) Distance: 140 NM
    b) MEA: 7000 ft. MSL

Route V 17:
1. Reporting Points MANGO and LOBO eliminated.
2. Nance-Bocas del Toro Section:
    a) Distance: 38 NM
    b) MEA: 9600 ft. MSL

Route V 29:
1. Reporting Point TIGRE eliminated.
2. Masueto-Bocas del Toro Section:
    a) Distance: 110 NM
    b) MEA: 5000 ft. MSL.

(II-39/79)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE, BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

PORTUGAL

NAT REGION - "Fuel Conservation":

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region, on a trial basis:

    a) On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.

    EXAMPLE: "PA 101 5100N 30W 0436 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W".

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-126/79)

SANTA MARIA OCEANIC FIR - POSITION REPORT: Position report shall be made at Santa Maria Oceanic FIR boundary except for those flights along one of the organized tracks when crossing 45N boundary. (II-127/79)

SANTA MARIA OCEANIC CONTROL AREA - OCEANIC CLEARANCE: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Areas boundary.

1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria radio on a HF enroute frequency
2. Pilots should maintain a SELCAL watch for receipt of the clearance and while in communication with Santa Maria radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating.
3. Requests for clearances should include the following information:
    a) Call sign,
    b) Present and requested flight level,

c) Coordinates of OCA entry point and an accurate estimate for this point; and

d) Any change to filed flight plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-132/79)

SANTA MARIA OCEANIC FIR - ACTION IN THE EVENT OF AN IN-FLIGHT DETERIORATION IN NAVIGATION CAPABILITY: The pilot of the aircraft must advise Santa Maria OACC and each successive ATS unit on initial contact of any in-flight deterioration in navigational capability. (II-133/79)

SANTA MARIA FIR - FLIGHTS OVERFLYING SANTA MARIA TERMINAL CONTROL AREA ABOVE FL 155: Flights overflying Santa Maria Terminal Control Area above FL155 shall contact Santa Maria Control on 132.15 MHz in order to report the entry and exit points of Santa Maria Terminal Control Area and any other reporting points which they may overfly. (II-134/79)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES: With effect from July 12, 1979, the en-route NAT HF family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization. (AIP Portugal COM 2-9 refers). (II-146/79)

SANTA MARIA OCEANIC FIR-PLN DATA:

1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT organized tracks shall be specified in field type 13 of the flight plan;
2. For flights conducted along one of the organized tracks from the entry point into the NAT Flight Information Region to the exit point only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the flight plan.
3. Flights crossing the eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the flight plan. (II-147/79)

CABO VERDE RESTRICTIONS: WIE and UFN and due to safety reasons, landing permission in Republic of Cape Verde will be granted only to AMILCAR CABRAL International Airport, at Sal Island. Exception is made to flights covered by agreements signed by Cape Verde government. (II-165/79)

SANTA MARIA OCA: Pilots entering Santa Maria OCA from Dakar Oceanic FIR shall:

a. Comply with para. 4.4.1 ICAO SUPPS Doc. 7030 which states: "the last position report before passing from one FIR to an adjacent FIR shall also be made to the ATS unit serving the airspace about to be entered";

2. As hereby required, contact Santa Maria radio at least 30 minutes before to enter Santa Maria OCA reporting the estimated time and coordinates at the boundary with the FL, whichever is the earliest report, and,

3. As hereby required, maintain a continuous listening watch on the appropriate Santa Maria radio frequency, after the report required above, for possible amendment to the clearance received and related to the part of flight from Santa Maria OCA boundary to the destination airport.

Pilots are reminded that there is not any arrangement to receive these reports through any outside communication station and that the pilot-in-command has the responsibility for the transmission of these and subsequent position reports to Santa Maria Radio. As the clearances issued to those flights entering Santa Maria Oceanic from Dakar Oceanic are frequently not coordinated with Santa Maria OCA, pilots not complying with the above procedures are jeopardizing their flights and the other traffic flying in the Southern portion of the Santa Maria Oceanic FIR. (II-167/79)

ROUTES BETWEEN CARIBBEAN/SOUTH AMERICA (CAR/SAM) AND EUROPE: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, a 3-month trial of an organized traffic flow will be implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better AIC service and fuel economy.

A. ROUTE DEFINITION

1. For traffic to/from CAR/SAM and Northern Europe: R11 27N/50W 34N/40W 3927N/3110W (FLORES NDB) 45N/20W 47N/08W 4709N/0136W (NANTES VOR).

2. For traffic to/from CAR/SAM and the Iberian Peninsula: G61 27N/45W 29N/40W 33N/30W 36N/20W 37N/15W 3837N/0930W (BUG10), or R67 3927N/3110W (FLORES NDB) 41N/20W 41N/15W 4051N/0930W (DIRMA)

B. FLIGHT LEVEL UTILIZATION

1. Appropriate to the direction of flight.

C. FLIGHT PLANNING

1. Flights to/from or over the East Caribbean/Port-au-Prince and East area estimated to cross 30W during the periods - Northeastbound 0100 to 0800, or Southwestbound 1100 to 1800:

1.1 Should normally file the fixed routes.

1.2 Should when planning routes other than the fixed routes be prepared to be rerouted onto the fixed routes.

1.3 Way file random flight plans at other the time periods specified above.

2. Flights to/from the Western Caribbean/West of Port-au-Prince area may normally file random routes, but during the time periods specified in C.1. above, if the filed random routes conflict with,

approximates, or overflies a fixed route for a portion of the flight, they must prepare to be rerouted onto the fixed route for that portion of the flight.

3. The routing to/from 27N/45W (end point of G61) or 27N/50W (end point of R11) is random at all times.

4. For flights conducted along the fixed routes, the routes shall be defined in the flight plan by the appropriate route designator(s), e.g. R11, R67 or G61.

D. AIR TRAFFIC PROCEDURES FOR FIXED ROUTE OPERATIONS

1. 20 minutes minimum longitudinal separation shall be provided between aircraft operating on the fixed routes at the same flight level.

2. Northeastbound aircraft on R11 will be initially cleared to a southerly (with respect to NAT OTS) landfall (NANTES) to avoid strategic conflict with OTS traffic. They will be tactically (ATC action dependent upon the current traffic situation) recleared by Shanwick to Northern European destination when flight is at or about 45W.

3. Southwestbound aircraft from Northern Europe planning to operate on R11 will be cleared to join R11 at 45N/20W.

4. ATC centers involved shall take particular care to ensure that traffic crossing the fixed route structure is not penalized.

5. Abbreviated clearances shall not be issued by air traffic services when clearing an aircraft to follow one of the fixed routes. Full details of the cleared routes shall be specified in the clearance message. The pilot shall read back full details of the cleared route.

6. Aircraft operating on fixed route system shall report over the Lat/Long points specified in para 4 above.
(II-188/79)

ALTERNATIVE ROUTES BETWEEN CANARIAS ISLANDS AND SPAIN: Special alternative routes between Canarias Islands and Spain available only for traffic landing Spain.

1. Traffic departing Canarias destination airports in the Southern part of Spain may file flight plans routed via UA23 OLGAR LGS BEJ ROSAL SVL; before crossing OLGAR aircraft will request Lisboa Control clearance to proceed direct OLGAR VFA MONTE ONUBA 1 SVL. Such a clearance may be granted, pending on traffic situation at the time.

2. Traffic landing other Spanish airports may follow:

a. UA23 LGS BEJ ELVAR CCS TLO;
b. UA6 PST U818 MRT CCS TLD.

(II-190/79)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 - 07.00 and 12.00 - 15.30 GMT.

2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 - 05.00; 11.30 - 15.00 and 22.00 - 23.00 GMT.

3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 - 01.10 period between 03.00 - 05.00; 10.30 - 14.00 and 19.30 - 21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and _night_ (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah

will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SEYCHELLES INTL-DISINSECTION OF AIRCRAFT:

All arriving aircraft at Seychelles International are required to have been disinsected on blocks at the last point of departure. Proof that such action has been taken must be recorded on the General Declaration. Failure to do so will require the aircraft to disinsected prior to disembarkation of passengers. (II-5/79)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SPEED CONTROL PROCEDURES FOR ARRIVALS INTO AIRPORTS IN SINGAPORE:

1. INTRODUCTION

1.1 The objective of speed control is to facilitate radar approach sequencing of arriving aircraft and thereby minimizing delays to aircraft.

1.2 With immediate effect the existing speed control procedures in the Singapore AIP will be replaced by those detailed in the following paragraphs.

2. SPEED CONTROL PROCEDURES

2.1 All arriving turbo-prop and turbo-jet aircraft, within their own operational constraints, are to fly at 250 kts during the intermediate approach phase when within 30NM radius of the aerodrome reference point of Singapore Airport and at or below 10,000 ft.

2.2 During radar vectoring aircraft will maintain a speed of 210 kt until at least 1 track miles from touchdown by which time aircraft should either be closing in or established on the ILS. Aircraft will then reduce speed progressively to within 160 180 kt until 4NM from touchdown.

2.3 All the speeds mentioned are IAS.

3. EXEMPTION FROM SPEED LIMITATION

3.1 Pilots who may not be able to comply with the speed limits specified above for reasons of flight safety and/or weather should inform ATC and state the speed(s) acceptable.

3.2 ATC may suspend speed control by using the phrase "NO ATC RESTRICTION ON SPEED: when traffic conditions permit. (II-13/79)

SOLOMON ISLANDS

AGA- SOLOMON ISLANDS - FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

MADRID NOF--FUEL SUPPLY; Aircraft flying to Spain and needing fuel 100LL, must previously release clearance to Subsecretaria de Aviation Civil, including routing and quantity of fuel required. (II-626/79)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/1978)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWITZERLAND

SPEED REGULATION: WEF October 4, 1979, speed regulations as contained in AIP Switzerland will be changed as follows:

1. RAC 5-1, paragraph 4 (new)

Maximum Speed

a) In order to prevent hazards to the safety of air navigation civil flights below FL100 shall not exceed the maximum speed of 250 kt IAS.

b) are exempted from this regulation the aircraft that according to performance specifications must fly at a greater speed for reasons of safety. In such cases, the lowest possible speed according to flight status shall be maintained. In the case of IFR flights, the appropriate Air Traffic Control Unit shall be notified accordingly.

c) The Federal Office for Civil Aviation can grant exceptions in the case of air displays, test, etc.

d) Military aircraft flights below FL100 are subject to special speed regulations.

2. RAC 4-3, paragraph 1.3 shall be deleted and replaced by:

3. RAC 4-0, paragraph 5.2

Maximum Speed

During approaches to Geneva-Cointrin, Zurich and Bern-Belp Airports speed shall be reduced so as to reach at the maximum 250 kt IAS below FL100. ATC may give other instructions for speed in order to keep a smooth traffic flow. Assigned speeds shall be maintained also during intermediate approach. Pilots who cannot maintain the assigned speed, shall notify ATC immediately.

Speed applicable in holding patterns are indicated in RAC 4-0, para. 4.6. (II-69/79)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP - East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

DUBAI: Until further notice AVGAS will only be available at Dubai Airport by prior arrangement with British Petroleum. (Bahrain II-039/79)

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

UNITED KINGDOM

BLACKPOOL AIRPORT: AVGAS and AVTUR Fuel available by prior arrangement only. (II-A684/79)

LUTON: Until further notice supplies of aviation fuels AVGAS 100LL and AVTUR Jet A1 are restricted. Operators should consult their handling agent to ascertain the availability of fuel. (II-A690/79)

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:
1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18. (Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details). (Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAMBIA

SPECIAL NOTICE: PROHIBITED AREA P21--A new prohibited area has been designated P21, position 14'38"S 28'49"E and radius is five nautical miles centered on the above coordinates, danger height is from ground to FL 100. Pilots at or below FL 100 to route clear of the area and ATC must route aircraft away from P21. (II-A07/78)

SPECIAL NOTICE: LOCATION INDICATORS--Lilayi Aerodrome has been assigned a location indicator. The aerodrome is now FLLY and Luanshya now becomes FLLA. (II-A08/78)

SPECIAL NOTICE: NDB LY 235 KHz--An NDB has been installed at Lilayi Aerodrome on the extended centerline of Rwy 11. Position 15°30'S/28°15'E. The NDB code LY has replaced LS, the former south beacon. Radiating power is 80 watts. Comments on range from pilots is most welcome. (II-A10/78).

LUSAKA FIR NON-SCHEDULED FLIGHTS: The Zambian airspace is closed to all non-scheduled flights until further notice. For those operators wishing to operate into and overfly Zambia must apply to the Commander Zambia National Defence Force giving ten (10) days prior notice and approval must be received by the applicant before a flight is undertaken. Also a temporary air service permit must be obtained in addition from the Ministry of Transport and Power and Communications, P. O. Box RW 65, Lusaka, Zambia. Telex. MPIC ZA 41680. The application must include the following:

(A) Pilot's name
(B) Operator's name and address
(C) Type of aircraft and registration marks
(D) Route or area of operation
(E) Purpose of flight, dates, timings, etc.

All applications are directed to the Commander Zambia National Defence Force. (II-7/79)

LUSAKA FIR TRAFFIC ON DR 38 AND DA 10: With immediate effect the upper limit of DR 38 has been raised to FL 330 and DA 10 from FL 330 to unlimited. Operators are requested to note the change in the Lusaka FIR. Traffic on DR 38 eastbound must use levels from FL 330 and below, westbound must use flight levels from FL 310 and below. Traffic on DA 10 Nairobi to Jan Smuts must use flight levels from FL 350 and above and from Jan Smuts to Nairobi must use flight levels from FL 370 and above. (II-8/79)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.) Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.

*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.7 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way Eastbound: FL300, 340, 380
Westbound: FL 320, 360, 400
R 64, One-Way Westbound: FL 290, 310, 330, 370, 390, 410
R 65, One-Way Eastbound: FL 300, 320, 340, 360, 380, 400
R 76, One-Way Westbound: FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way Eastbound: FL 300, 320, 340, 360, 380, 400
R 78, Two-Way Eastbound: FL 310, 350, 390
Westbound: FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.
The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small acft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information will become effective on November 29, 1979. This information amends the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 2, dated October, 1979.

A. MODIFICATIONS

SECTION 1 - NAR EASTBOUND ROUTES

No Changes.

SECTION 2 - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA120	Gander	HL577 Sydney HL575	Yarmouth

(B) Non-Common Portion (Westbound)

VIA ALBANY

Non-Common Portions from Albany

Albany	Pawling Calverton Calverton 193 Radial J121 Coyle 100 Radial Coyle	McGuire
Albany	Pawling Calverton Calverton 193 Radial J121 Sea Isle	Dover

B. ADDITIONS

There are no additions to the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 2, dated October, 1979.

C. DELETIONS:

There are no deletions to the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 2, dated October, 1979.

*U.S. GOVERNMENT PRINTING OFFICE : 1980 [illegible]

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centreline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet-- from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
    --aircraft identification
    --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
    --aircraft identification
    --position
    --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 October 1979 all aircraft operating within the FIR WIEN according to the Instrument Flight Rules shall carry on board at least one SSR

transponder meeting the Standards of ICAO Annex 10, Volume 1, Part 1, item 2.5.

2. The transponder shall have the following minimum capability:
a) to respond to Mode A interrogations and to reply with 4096 codes and
b) to respond to Mode C interrogations with automatic pressure altitude reporting.

3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.

4. If pilots select on Mode A either Code 7700, 7600 or 7500, this will be automatically indicated on the controller's display.

5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part 1, item 13.4.

6. Exemptions from the above mentioned items 1 or 2 have to be addressed well in advance before filing the flight plan either via telephone or via AFTN to the ATC Center Wien (ATCC WIEN or AFTN, LOWWZR), such exemptions will be granted in particular cases only.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and AIC 7/79. (II-A085/79)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:
1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the Austrian airspace; the equipment shall have the following capability:
a) to respond to Mode A interrogations and to reply with 4096 codes and
b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR-UFN all flights routing airway Amber One between Dubai and Jiwani are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact Teheran on 133.4 MHz. Military aircraft transiting airway Amber One will be kept clear of traffic by military radar. (II-218/78)

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.

A. To Jeddah via B55W Golbi - Silno - Malaga - Raghba - G53 - Jeddah or A1 - Silno - G53W - Riyadh - G53 - Jeddah.

B. From Jeddah B57 - Darb - Afif - Riyadh - G53E - Dhahran or Jeddah - B57 - Quasumah.

C. Inbound FL 310 or above.

D. Outbound via Gassim - B57 - Qaisumah FL 290 and below or via Riyadh - G53E - Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.

A. To Jeddah via A60.

B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina - A60.

C. Inbound FL 310 to Jeddah.

D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.

A. To Jeddah. W22 - Medina - A60 - Jeddah.

B. From Jeddah. Via Majed thence MAD 158R to Medina W22.

C. Flight levels to be determined.

4. Traffic from/to Cairo Area.

A. To Jeddah. Via Luxor - R39 - Jeddah.

B. From Jeddah. A26 - Alwajh - W4 - Luxor.

C. Inbound flight level unrestricted.

D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.

A. To Jeddah. Khartoum - G498 - Jeddah.

B. From Jeddah. G49 - Khartoum.

C. Flight levels to be determined.

6. Traffic from/to Kuwait.

A. To Jeddah or Riyadh. Golbi - Magala - Raghba - G53 - Jeddah.

B. From Jeddah. B57 - Quaisumah.

C. Inbound to Jeddah / Riyadh FL 310 and above.

D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.

E. Inbound overflying Jeddah B54 - HIL - A60 FL 310 and above.

(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

AIRWAY B55 DIRECT TRACK BETWEEN BAHRAIN AND KUWAIT HAS BEEN WITHDRAWN: All flights between Bahrain and Kuwait to route via Airway B55E Reporting Point SELEG PSN 2800.0N 04923.5E. All flights between Dhahran and Failaka to route via Airway B55W Reporting Point Golbi PSN 2750.0N 04859.3E. Direct tracks Bahrain/Kuwait and Dhahran/Failaka may be approved subject to prior coordination between units concerned

but are not to be flight planned. (II-151-79)

BAHRAIN FIR: The following new airways will be introduced within Bahrain FIR WEF 0001 GMT on 27 December 1979:

BLUE FIFTY NINE (B59): From Kuwait KW VOR via SELEG (28°01.5'N 49°22.'E) to Bahrain, BAH VOR.

RED SIXTY FIVE (R65): From Kuwait KW VOR via GOLBI (27°50.0'N 48°59.5'E) to Dhahran DHA VOR.

Accordingly the designators of the following existing airways will change WEF 0001 GMT on 27 December 1979:

BLUE FIFTY FIVE (B55): Between Kuwait KW VOR and SELEG re-designated BLUE FIFTY NINE (B59). Between SELEG and Bahrain BAH VOR re-designated BLUE FIFTY FIVE/BLUE FIFTY NINE (B55/B59).

BLUE FIFTY FIVE EAST (B55E): Between Failaka FI NDB and SELEG re-designated BLUE FIFTY FIVE (B55).

RED FIFTY EIGHT (R58): Between Kuwait KW VOR and GOLBI re-designated RED SIXTY FIVE (R65). Between GOLBI and Dhahran DHA VOR re-designated RED FIFTY EIGHT/RED SIXTY FIVE (R58/R65).

RED FIFTY EIGHT EAST (R58E): Between Failaka FI NDB and GOLBI re-designated RED FIFTY EIGHT (R58). (II-217/79)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight - procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;
(2) for operating limitations reasons;
(3) if encountering icing conditions; and
(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:
(1) if necessary to provide separation;
(2) if necessary to accommodate traffic flows;
(3) if necessary to accommodate the need(s) of adjacent unit/sector;
(4) if necessary to effectively utilize available airspace; and
(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:
(i) when in a radar environment, to make position reports, except in the NAT transition area;
(ii) under A. - to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or
(iii) under B. - to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:
(1) is holding, arriving, or departing;
(2) is conducting a flight check of a NAVAID;
(3) is operating with an airspace reservation; or
(4) is operating in accordance with a waiver to ANO Series V, No. 2.
(II-8/79)

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

With immediate effect all providers of aviation fuel for transient aircraft will deliver 100L (low lead) octane fuel instead of 80/87 octane. (II-A78/79)

SANTIAGO FLIGHT INFORMATION REGION OVERFLIGHT RESTRICTION: WIE it reiterates to all general aviation aircrafts and public transport the restriction to overflight Santiago City except those aircraft must land or take off. (II-A92/79)

CROSSING CHILE/ARGENTINA BOUNDARY: WIE the crossing of the Chile/Argentina boundary of all commercial aircrafts in regular or non-regular flight must be done under IFR FPL and by controlled airspaces. (II-A93/79)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PEKING/CAPITAL AIRPORT: Runway surface conditions: Operational tests indicate that the surface of the runway 18R/36L at Peking/Capital Airport lacks desired roughness. Pilots are, therefore, reminded that particular care must be exercised during take-off and landing under rainy, snowy or icing weather conditions. (II-12/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from

1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route

(1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.

(2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.

2. Flight altitudes and procedures:

(1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;

(2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;

(3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;

(4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;

(5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;

(6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;

(7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;

(8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;

(9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;

(10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.

3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.

4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

CUBA

GUANTANAMO BAY: See the DOD Enroute Supplement-Caribbean and South America for additional information.

CAMAGUEY-VOR/DME: Under experimental basis a VOR/DME service has been implemented Ignacio Agramonte International Airport from July 20, 1979, with the following features:

Identification : UCM
VOR Frequency : 114.1 MHz
VOR Power : 50W
Location : 21°26'18'N/77°48'04'W
DME Channel : 88x
DME Power : 1 W
Interrogating
Frequency (on board): 1112 MHz
Ground Frequency : 1175 MHz
Transmission : A2
(II-A06/79)

DOMINICAN REPUBLIC

CIBAO AP.-OPENING TO INTERNATIONAL AIR TRAFFIC: With effect July 1, 1979, has been authorized for international air traffic passengers, cargo and mail operations, the CIBAO AP, located in Santiago city, Dominican Republic. The characteristics of utilization are the following:
Coordinates: 19°28'N/70°42'W; Elevation: 125M; Operating hours: HJ; Administrative authority: Administracion del Aeropuerto Intl. CIBAO; Postal address: Aeropuerto Intl. CIBAO, Santiago, Dominican Republic; Fuel: 100/130; Customs and immigration services: available; Navigation aids: NDB 255 KHz (test basis), Loc 19°28'N/70°44'W, ID STO; Radio communication: VHF - 118.3 MHz. Runway--Designation: 12/30; Dimensions: 1585M x 48M; Surface: Asphalt; Strength: 22,000 lb. SIWL; Strip: Inadequates; Runway Lighting: Edge, Threshold; Marking Aids: Runway Designators, Runway Centerline, Threshold; Visual Ground Aids: Wind Direction Indicator, Aerodrome Beacon; Area Obstruction: Hill to the E and ESE.
No other data available. (II-06/79)

AIRPORTS OF DE LAS AMERICAS, LA ROMANA OR CIBAO: The only requirement for private aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana or Cibao, is sending the corresponding flight plan. The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana, or Cibao, must obtain permission with at least 72 working hours in advance, via cable from DIRAVIC, Santo Domingo, Dominican Republic. (II-07/79)

DE LAS AMERICAS INTL AP.-NEW RADIO ADI IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new measuring equipment DME, associated with CDO VOR 114.7 MHz, with the following characteristics:

Location : 18°25'59'/69°40'02'W
Idenfification VOR/DME: CDO
Channel DME : 94X
Coverage VOR/DME: 200 NM
Hours Operation: H24
(II-09/79)

PUERTO PLATA-SHUTDOWN OF OLD VOR PTA 115.1 MHz: With effect August 17, 1979, the old VOR PTA 115.1 MHz, located 19°43'46"n/70°38'35"W, has been shutdown. (II-10/79)

PUERTO PLATA AP.-NEW RADIO AID IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new omnidirectional radio beacon and distance measuring equipment VOR/DME at the new airport in construction IA UNION Puerto Plata, with the following characteristics:

Location: 19°45'30.41"N/70°34'17.66"W
Identification VOR/DME: PTA
Frequency VOR: 115.1 MHz
Channel DME: 98X
Coverage VOR/DME: 200 NM
Hours Operation: H24
Usable for enroute navigation and APCH.
DME unusuable from 115° to 290° below 8,000 ft. beyond 35 NM. (II-11/79)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

SPECIAL NOTICE: CAIRO ATS ROUTE SYSTEM--All flights over Egyptian territories should not fly below FL 85 except within Cairo Control Zone and when landing and taking off at other aerodromes. Realignment of Advisory Route AD 10 from Abu Simbel to DA 10 D as follows: Position DA 10 D 2200 N 3145 E; Magnetic Track and distance between SML and DA 10 D 164/344° and 23 NM; Route from DA 10 D to Shindi instead of to Karima. ATS/MET reporting point DA 10 D 2200 N 3145 E change to be position Abu Simbel 2221 N 3137 E. Reassignment of Cairo FIR route Cairo/Baltim/A 16 only for departing traffic to Nicosia FIR. Such traffic will be restricted to operate from FL 100 to FL 150 in between Cairo Zone boundary/Baltim. Coordinates Baltim (3135 N 3057 E). (II-10/78)

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.
(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:
1) position NUBAR 2200N 3145E.
2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

SPECIAL NOTICE: AIRCRAFT TO MAINTAIN HEADING 327° PERIM TO ETBIN AND VV 147° HFFF TO ETBIR 349° AND 169° OSCAR TO ETBIR--WIE all aircraft should maintain heading 327° PERIM ISLAND to ETBIN and 147° ETBIN to PERIM ISLAND. Aircraft exiting Djibouti to ETBIR should maintain a heading of 349° after ETBIR direct to OSCAR and a heading of 169° OSCAR to ETBIR. (II-14/79)

SPECIAL NOTICE: AIRCRAFT FLYING ALONG DR39 TO MAINTAIN CENTERLINE OF ADR ROUTE--WIE all aircraft which fly along DR39 Djibouti/39 Mike/Ferfer/Djibouti should strictly maintain centerline of advisory route on both their inbound and outbound legs. (II-15/79)

SPECIAL NOTICE: SUBMISSION OF FLIGHT PLAN REQUIRED PRIOR TO ENTERING ETHIOPIAN AIRSPACE--WIE all aircraft which intend to fly over the Ethiopian airspace should at all times submit their flight plans to HAABZQ prior to entering Ethiopian airspace. (II-16/79)

SPECIAL NOTICE: FLIGHT IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO CONTACT ASSAB TOWER IS MANDATORY--WIE all aircraft which fly in the vicinity of Assab and abeam Assab to establish contact with Assab tower on 118.3 MHz is mandatory. (II-17/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the

vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

FINLAND

NOTIFICATION OF LIGHTS WITHIN ADIZ: Ref. AIP, RAC 1-1-5, para 1.2.1.2.2. For non-scheduled flights departing from Finnish territory intended to be operated in the Air Defence Identification Zone (ADIZ), the estimated time of entry and/or the estimated time of leaving the ADIZ shall be inserted in item 18 of the flight plan form. For flights operated within the ADIZ the abbreviation "ADIZ" without time definition shall be inserted.

Examples: RMK/ADIZ 1815/2000
RMK/ADIZ 1815
RMK/ADIZ
(II-28/79)

COM FAILURE PROCEDURES FOR FLIGHTS BOUND FOR USSR:
1. Introduction
1.1 Because the regulations applied by the USSR to flights enroute to aerodromes in their territory do not yet conform to the applicable worldwide radio communication failure provisions of ICAO, the following temporary relief measures have been developed:
2. Applicable Procedures
2.1 In case of radio communication failure before having obtained an authorization to enter the USSR airspace, pilots of aircraft operating on flights to destinations located within the USSR shall, if at all possible, apply the first alternative specified in the worldwide ICAO provisions, i.e., if in VMC, continue to fly in these conditions, land at the nearest suitable aerodrome outside the USSR territory and report the arrival by the most expeditious means to the appropriate air traffic services unit.
2.2 If this is not possible, the following specific provisions apply:
a) Aircraft in level flight bound for the USSR via Helsinki VOR and thence on ATS route R1/UR1 and experiencing radio communication failure before having obtained an authorization to enter the USSR airspace shall continue their flight maintaining their last assigned flight level up to DME fix BRAVO (RL 118° HEL, DME 25 NM).
b) Upon reaching BRAVO such aircraft shall:
i) enter the published holding pattern;
ii) descend in the holding pattern to a level situated half of the applicable vertical separation below that previously occupied (i.e. 300 m (1000 ft) if above FL 290 and 150 m (500 ft) if at or below FL 290);
iii) remain for 10 minutes at that level and in that holding pattern;
iv) thereafter commence descent for approach and landing to a suitable runway at Helsinki-Vantaa aerodrome.
2.3 Aircraft experiencing radio communication failure after having obtained an authorization to enter the USSR airspace, can continue their flight into the USSR.
Note. - The above mentioned authorization shall normally be obtained at least 10 minutes prior to crossing the Tampere/Leningrad FIR boundary and prior to take-off when departing from Helsinki-Vantaa aerodrome. (II-62/79)

CHANGES TO AVAILABILITY OF INTERNATIONAL AIRPORTS (REF. AIP, AGA 1-1):
Helsinki/Malmi International Airport closed to non-scheduled commercial aircraft.

Kruunupi Airport opened to international flights. Customs available on 1 hour prior notice Monday through Friday, from 0600-1415 GMT. Other hours--2 hours prior notice.

Rovaniemi Airport opened to international flights. Customs available 24 hours on 1-1/2 hours prior notice.

Tampere-Pirkkala International Airport customs available Monday through Friday 0500-1300, 16-2400 GMT, Saturday 0500-1300 GMT, Sunday 1600-2400 GMT. Customs availability at other time require 1-1/2 hours prior notice. (II-63/79)

GERMANY (EAST)

LEIPZIG--All VOR radials as depicted in the AIP are reduced by 1 degree, however, radial 241 degrees is reduced by 2 degrees. (II-43/78)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:

- aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
- aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH: TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
- date of flight
- aircraft identification (Item 7)
type of aircraft (Item 9)
- aerodrome of departure and estimated time of departure (Item 13)
- route (Item 15)
- aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flignts, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

ATHINAI VOLMET--CHANGE OF FREQUENCY: On the AIRAC date of 4 October 1979 and at 1000 GMT the Athinai VOLMET frequency of 135.6 MHz will be changed to 127.8 MHz. AIP Greece Vol. 1 COM 2-8 and MET 3-1 should be annotated accordingly. (II-27/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

    a. Flights operating between North America and Europe shall generally

be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

b. Flights operating predominantly in an East-West direction:

   i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

   ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

   i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

   ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

   iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

   i) For flights whose flight path are predominantly oriented in a North-South direction, the planne track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an EastWest direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

GREENLAND. NARSSARSSUAQ. FUEL GRADES: From approximately 1 Sept. 1979 Narssarssuaq Aerodrome will no longer supply aircraft with fuel grades 115/145. From the same date fuel grade 100 LL will be available. Ref. AIP Greenland and Faroe Island, page AGA 2-BGBW-1. (II-8/79)

GODTHAB/NUUK, GREENLAND: Aerodrome available for international traffic. VFR only. Twelve hours prior notice required. (AIP AMD 42)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

HONG KONG: CARRIAGE OF EXTRA HOLDING FUEL--Aircraft arriving at Hong Kong during the peak arrival period, 0500-0800 GMT daily are advised to carry ten minutes holding fuel in addition to the normal diversion/holding requirement. NOTE: This advice results from preliminary studies of random samples of arriving traffic during peak hours in May, June and July 1978: these revealed that delays were experienced on a number of occasions for traffic reasons alone. Carriage of the extra ten minutes fuel should reduce the possibility of diversion, due to traffic congestion, to less than 7% in even the busiest peak arrival periods. (II-A26/78)

SPECIAL NOTICE: FLIGHT LEVEL RESTRICTIONS ON ATS ROUTES R85, R71 and A1 (WEST OF CH) --Flight level restrictions as follows: FL280 south-bound on R85 not available; FL280 not available to A1 (west of CH) and R71 traffic; and Hong Kong will not accept traffic at FL290 on R85 and R71. (II-A41/78)

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 - 0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

SPECIAL ATC PROCEDURES DURING PEAK PERIOD--Special ATC procedures are in force during peak arrival period 0500-0800 daily on trial basis. During this period: Radar control/radar monitoring service will be provided throughout the Hong Kong TMA: All departures will be issued with SID clearances, and will be required to adhere to allocated SID tracks and associated FL restrictions. Operators should take these into account in meeting the requirement to reach cruising level at or before the TMA boundary. Arrivals may be instructed by area radar to arrange descent to reach a specified level at a specified DME range and aircraft routing on Amber 83 will be controlled on frequency 123.7 MHz instead of 121.3 MHz. (II-A34/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

ATS ROUTE-G86: Reference AIP - HONG KONG page RAC 3-6. With effect from 29th November 1979, ATS Route G86 will become one-way route available to eastbound traffic only. (II-A05/79)

TEMPO ARRANGEMENTS FOR AIR TRAFFIC OPERATING BETWEEN HONG KONG FIR AND BANGKOK/HANOI FIR: WEF 23100001 GMT 1979 UFN on activation danger areas announced in PRC Class Two NOTAM No. 19 dated 23 July 1979 the following arrangements temporarily supersede arrangements for use of A1 (west of CH) within Hong Kong FIR/Area of Responsibility as defined in AIP-HONG KONG RAC 3-7 and Class Two NOTAM A37/78 pending outcome of consultations by ICAO for continued use of this portion of A1.

1. REF NOTAM Class Two A07/79, Hong Kong ACC will not accept Bangkok/Manila traffic transiting Hong Kong Area of Responsibility on ATS route R66. Hong Kong will resume control of ATS route R66 between reporting points ROBKI and BORNO. Bangkok/Manila traffic to be accommodated R85 - LEMOK/R49 - TSN - R68 - KIBAG - Lubang/Manila and vice versa. Flight levels will be assigned as available.

2. Aircraft departing/arriving Hong Kong to/from the southwest must flight plan for one of the following routes: R85, or R85 - ADMAK - R66 - Danang - A1 and vice versa.

3. Traffic to/from Bangkok - Japan and other points to the northeast of Hong Kong may route Bangkok - A1 - Danang - R66 - BORNO thence R71. ADMAK - BORNO - also to be controlled by Hong Kong.

4. Longitudinal separation 20 minutes to be applied all routes.

Transfer of control Hanoi/Hong Kong to be effected at ROBKI for R66 traffic and Bangkok/Hong Kong at SUKAR for R85/R71 traffic.

6. Availability of flight levels: a) All levels except FL280 are available to traffic proceeding southwest bound on R85 and R85-ADMAK - R66 - Danang - A1. b) Only FL280 is available to traffic southwest bound on R71 and as indicated in para. 3) above. No level change will be permitted on R71 within 15 minutes flying time of EKUSA without co-ordination with Hong Kong. c) Flight levels 250 330 410 are reserved for traffic proceeding northeast bound on i) R85 to Hong Kong and ii) R85 SUKAR R71. d) Flight levels 270 290 370 are reserved for traffic proceeding northeast bound on i) A1 - Danang - R66 - ADMAK - R85 to Hong Kong and ii) A1 - Danang - R66 - BORNO - R71. e) In respect of c) and d) above other levels may be available subject to prior co-ordination with Hong Kong.

7. All non-scheduled traffic including non-scheduled cargo flights utilizing the routes described in para. 2) are to avoid departing/arriving Hong Kong between hours 0400-0800 GMT daily. (II-A08/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:
1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E - 2210N 11450E - Hong Kong withdrawn from service.

2. Route description. i) Southbound route - Guangzhou - Shilong ("LQ" NDB) - 2232N 11406E (ROMEO) - "HKG" NDB - Hong Kong. Transfer-of-control is at ROMEO. ii) Northbound route - Hong Kong - "CH" VOR - 2221.5N 11352E (TANGO) - 2224.5N 11348E (Neilingding Dao) - Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TANGO. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A17/79)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

TIRUCHCHIRAPPALLI INTL AIRPORT: Rwy 15-33 closed UFN. Side strip rwy 15-33 is also closed UFN. (II-11/1978)

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green - 62 and to provide for a two one way routing system east of Jakarta, the following redesignation of ATS route Green - 62 and establishment of ATS route Green - 61 will be effected.

2. The route segment Jakarta - Madin (06.08 S/110.23E) - Surabaya previously identified as Green - 62 to be redesignated as Green - 61 with the following specifications:
AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) - Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) - SBY VOR (07.21 S/112.46.50 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as Green - 62 with the following specifications:
AA. Reporting points DPS VOR (08.48.40S/115.09.25E) - Sby vor (07.21.20S/112.46.50 E) - OC NDB - "CA" NDB (06.43S/108.34 E) - HLM VOR (06.24,2S/106.53.08,8 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used westbound Traffic from Denpasar to Halim VOR. (II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

RADAR MAINTENANCE--BASRAH: Primary Radar at Basrah will be off the air for maintenance on the fourth day of each month from 0300 to 1500 GMT. (II-31/78)

SPECIAL NOTICE--Operations of HF/RT TX-Basrah: WIE and UFN HF/RT TX freq. 1333.6 MHz is off the air. (II-03/79)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centre line of the airways while within the Iraqi territories, acft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against acft violating the above instructions. (II-22/78)

SPECIAL NOTICE: INSTRUCTIONS FOR ENTERING BAGHDAD FIR--All aircraft must contact Baghdad Control at least 10 minutes prior entering BAGHDAD FIR on SSB Lower sideband on Frequency 9925 KHz daily from 0530 to 1630 and on frequency 3800 KHz daily from 1630 to 0530 GMT. (II-07/79)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scalloping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

- (a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.
- (b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."
- (c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.
- (d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.
- (e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIRAC A315/76 dated 20 December and AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.

2. On trial basis it is in force the following:

a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;

b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:

a. until crossing FL100 departing from aerodromes located within Milano TMA;

b. until crossing 6000 ft. departing from aerodromes located within Roma TMA. (II-116/79)

JAMAICA

SPECIAL NOTICE--Kingston radio remains dcmsnd, however, air/ground freq 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/1978)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit - 4500 feet AMSL

Controlling Authority - Kingston Area Control Center

Transition level - FL 50

Transition altitude - 4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace - Instrument Restricted).

b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace - Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.
   Within Tokyo FIR: 1200Z-1700Z
   Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.
   a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:
      (1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily

NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:

a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY (24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:

Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.

Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:

(a) On Airway B39 - 10 minutes from Nairobi UTA.

(b) On ADR DA10 - 10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-14 item 18 refers. (II-63/69)

KUWAIT

SPECIAL NOTICE: WIE, due to established control zone at KAF West base, all arrivals to OKBK via WAFRA are restricted to F60 or above until passing WAFRA then to maintain HDG 077 DEG MAG. DES as instructed by ATC to establish radial 154 DEG. KW VOR for commencing approach to R/W 33L/R or 15 L/R. Departure from 33L/R proceeding via WAFRA are to maintain HDG 170 DEG. MAG. as soon as possible after takeoff, cross a beam KW VOR F50 or above until intercepting radial 187 DEG. KW VOR. Westbound departure via WAFRA from R/W 15R/L proceed to KW VOR, climb as instructed by ATC. (II-02/79)

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-2-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:

   UNL

   GND
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:
1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:
(i) Extension of Airway W3;
(ii) Redesignation of Airway W3 and Airway W6; and
(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.
2. Extension of Airway W3:
2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:
2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.
2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460
3. Redesignation of Airway W6 and Airway W3:
3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).
4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:
4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643 S 572153 E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

MOZAMBIQUE

MAPUTO/NOF: All scheduled and non-scheduled flights are not allowed to operate between Mozambique and Rhodesia. All scheduled and non-scheduled overflights proceeding to or from Rhodesia are not allowed to operate through Mozambique territory. (I-A49/79)

MAPUTO/NOF: All overflights through Mozambique territory are subject to altitude restrictions. Flight operations should not be below FL200. Flights to be operated below FL200 are subject to prior permission request of 72 hours in advance addressed to FQMAYN with mention of such data as detailed in flight plan form. (I-A50/79)

VILANCULOS AD: Fuel 80/87 octane not available UFN. (I-A53/79)

MAPUTO/NOF: All international flights supplementary to scheduled international air services or change of aircraft type in relation to approved timetable require refueling guaranty to be directly requested from supplying company. Without prejudice to the AIP/Mozambique instructions, the same procedure must be followed by foreign aircraft engaged in non-scheduled flights. (I-A55/79)

NAMPULA AD: VOR VNP 113.9 MHz out of service UFN. (I-A57/79)

BEIRA AD: Overflying prohibited over DONDO (Coord. 193748S 344530E) bridges over Pungue River and Xiluvo Hills. ADR DW13 should be avoided for flights between Beira-Tete/Chin-Gozi aerodromes. Preferable route DA48/DW14. (I-A58/79)

INHAMBANE AD: Fuel 100/130 octane available. Fuel 80/87 and JA1 not available UFN. (I-A76/79)

NAMPULA AD: Fuel Jet A-1 not available UFN. (I-127/79)

MAPUTO AD: WIF commercial telex available for Mozambique Civil Aviation Headquarters at Maputo Code 6-507 CA HQ MO rpt 6-507 CA HQ MO. Introduce this telex number for Aeronautical Authority and for Organization of Aeronautical Information Service page GEN 1-1 of AIP/Mozambique. (I-132/79)

NEPAL

SPECIAL NOTICE: The following procedures are applicable to high level aircraft: (a) Outbound traffic from Kathmandu on R-25 is required to reach FL270 before entering VECC FIR and further climb to cruising level aircraft is required to contact VECCZR on 120.1 MHz or HF/RTF; (b) Inbound traffic from R-81 after receiving traffic information from VNKTZI on 124.7 MHz, is required to contact VECCZR on 120.1 MHz or HF/RTF to descend within VECCZR FIR so as to reach Simra at or above FL 150. (II-A005/78)

NETHERLANDS

HILVERSUM AIRPORT: The following runways have been established in lieu of "All Ways" (AW) landings--13-31 (750 x 50m), 05-23 (660 x 50m), and 18-36 (700 x 50m). The establishment of the runways is temporary and on a trial basis in order to fight possible noise disturbance for people living in the surroundings of the aerodrome. During this period the aerodrome will be available on prior permission only. (II-65/78)

AMSTERDAM FIR-ESTABLISHMENT OF VOR CHANGE-OVER POINTS (COPs): With reference to ICAO Annex 2 para 3.6.2.1.2 the following VOR change-over points for ATS routes will be established with effect from November 1, 1979, 0001 GMT.

a. the mid-point between two VORs or
b. the points on the VOR radial flown, where the direction of the route changes, except as provided for the following routes:

(U)A5 from Cambrai VORTAC to Spijkerboor VORTAC at ABEAM NICKY (ANI)

(U)R1N from Clacton VOR/DME to Spijkerboor VORTAC at REDFIR NORTH (RFN)

(U)B1 from Pampus VOR/DME to Dortmund VORTAC at ABEAM REKKEN (ARK)

These VOR change-over points are established in order to optimize navigation accuracy along VOR defined ATS routes within the Amsterdam FIR. (Ref AIP RAC-3-3.) (II-67/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.

4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

PAKISTAN

KARACHI/LAHORE FIR - PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:

a. Position, flight level and time at which the deviation from the route is expected to be made.

b. Direction and distance upto which the aircraft is likely to deviate from the route.

c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.

KARACHI: During the recent past numerous flights from Delhi bound for Lahore/Chakala have flight planned to operate via over-head a place named Anupgarh in Delhi FIR and then direct to Multan in Lahore FIR. It is notified that no such route segment has been established in Pakistan airspace. All Pilots therefore should not flight plan operations on such a route segment. All flights to Lahore/Chaklala shall operate strictly on any of the following established ATS routes while operating in Pakistan air space:

1. Via R60 (i.e. 3047N 7412E-Lahore-3246N 7316E-Chaklala).

2. Via G52 (i.e. 2828N 7215E-Rahimyar Khah-Dahore-3246N 7316E-Chaklala).

All pilots are warned that aircraft entry from East at any point other than along the established ATS routes would be regarded as Pakistan airspace violation.

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice.

PANAMA

SPECIAL NOTICE: Radar system in Perico Island. Due to the establishment of enroute radar air traffic control service, radar separation standards now apply within a 200 NM radius of Perico Island (coordinates 08°54'47"N, 079°31'29"W). The radar system will not have primary target or weather services available beyond 60 NM. Any aircraft desiring radar services beyond 60 NM must have an operating transponder. (II-54/78)

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: SUPERIOR LIMIT OF PANAMA TERMINAL CONTROL AREA (TMA)--Effective September 1, 1978, Superior Limit of the Panama Terminal Control Area (6000 ft. MSL) has been changed to 9000 ft. MSL. (II-52/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft below 10,000 ft. Mode A/3 Code 1200. VFR aircraft at and above 10,000 ft. Mode A/3 Code 1400. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

NEW NON-COMPULSORY REPORTING POINTS: Effective June 14, 1979, Non-Compulsory Reporting Points will be established as follows:

1) EKENA 13°41'N 078°10'W (Route UB 11).
2) TOLIN 13°20'N 079°20'W (Route UB 8).
3) ITANA 13°02'N 080°16'W (Route UG 4).
4) OPLOS 13°30'N 078°47'W (Route UB 10).

(II-21/79)

CHANGES ON NATIONALS ATS ROUTES: Effective September 18, 1979, Nationals ATS Routes have been changed as follow:

Route V 12:
1. Reporting Points GORDA and CHANGUINOLA eliminated.
2. Santa Cruz-Bocas del Toro Section:
   a) Distance: 148 NM
   b) MEA: 6000 ft. MSL
3. Bocas del Toro-Changuinola Section eliminated.

Route V 15:
1. Reporting Points REYNA and GARZON eliminated.
2. Blanco-Bocas del Toro Section:
   a) Distance: 31 NM
3. Sombrero-Bocas del Toro Section:
   a) MEA: 9000 ft. MSL

Route V 16:
1. Reporting Point DORA eliminated.
2. Arenosa-Bocas del Toro Section:
   a) Distance: 140 NM
   b) MEA: 7000 ft. MSL

Route V 17:
1. Reporting Points MANGO and LOBO eliminated.
2. Nance-Bocas del Toro Section:
   a) Distance: 38 NM
   b) MEA: 9600 ft. MSL

Route V 29:
1. Reporting Point TIGRE eliminated.
2. Masueto-Bocas del Toro Section:
   a) Distance: 110 NM
   b) MEA: 5000 ft. MSL.

(II-39/79)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral

Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

PORTUGAL

NAT REGION - "Fuel Conservation":

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region, on a trial basis:

a) On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.

EXAMPLE: "PA 101 5100N 30W 0436 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W".

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-126/79)

SANTA MARIA OCEANIC CONTROL AREA - OCEANIC CLEARANCE: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Areas boundary.

1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria radio on a HF enroute frequency

2. Pilots should maintain a SELCAL watch for receipt of the clearance and while in communication with Santa Maria radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating.

3. Requests for clearances should include the following information:

a) Call sign,

b) Present and requested flight level,

c) Coordinates of OCA entry point and an accurate estimate for this point; and

d) Any change to filed flight plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-132/79)

SANTA MARIA OCEANIC FIR - ACTION IN THE EVENT OF AN IN-FLIGHT DETERIORATION IN NAVIGATION CAPABILITY: The pilot of the aircraft must advise Santa Maria OACC and each successive ATS unit on initial contact of any in-flight deterioration in navigational capability. (II-133/79)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES: With effect from July 12, 1979, the en-route NAT HF family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization. (AIP Portugal COM 2-9 refers). (II-146/79)

SANTA MARIA OCEANIC FIR-PLN DATA:

1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT organized tracks shall be specified in field type 13 of the flight plan;
2. For flights conducted along one of the organized tracks from the entry point into the NAT Flight Information Region to the exit point only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the flight plan.
3. Flights crossing the eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the flight plan. (II-147/79)

SANTA MARIA OCA: Pilots entering Santa Maria OCA from Dakar Oceanic FIR shall:

a. Comply with para. 4.4.1 ICAO SUPPS Doc. 7030 which states: "the last position report before passing from one FIR to an adjacent FIR shall also be made to the ATS unit serving the airspace about to be entered";

2. As hereby required, contact Santa Maria radio at least 30 minutes before to enter Santa Maria OCA reporting the estimated time and coordinates at the boundary with the FL, whichever is the earliest report, and,

3. As hereby required, maintain a continuous listening watch on the appropriate Santa Maria radio frequency, after the report required above, for possible amendment to the clearance received and related to the part of flight from Santa Maria OCA boundary to the destination airport.

Pilots are reminded that there is not any arrangement to receive these reports through any outside communication station and that the pilot-in-command has the responsibility for the transmission of these and subsequent position reports to Santa Maria Radio. As the clearances issued to those flights entering Santa Maria Oceanic from Dakar Oceanic are frequently not coordinated with Santa Maria OCA, pilots not complying with the above procedures are jeopardizing their flights and the other traffic flying in the Southern portion of the Santa Maria Oceanic FIR. (II-167/79)

ROUTES BETWEEN CARIBBEAN/SOUTH AMERICA (CAR/SAM) AND EUROPE: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, a 3-month trial of an organized traffic flow will be implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

A. ROUTE DEFINITION

1. For traffic to/from CAR/SAM and Northern Europe: R11 27N/50W 34N/40W 3927N/3110W (FLORES NDB) 45N/20W 47N/08W 4709N/0136W (NANTES VOR).

2. For traffic to/from CAR/SAM and the Iberian Peninsula: G61 27N/45W 29N/40W 33N/30W 36N/20W 37N/15W 3837N/0930W (BUG10), or R67 3927N/3110W (FLORES NDB) 41N/20W 41N/15W 4051N/0930W (DIRMA)

B. FLIGHT LEVEL UTILIZATION

1. Appropriate to the direction of flight.

C. FLIGHT PLANNING

1. Flights to/from or over the East Caribbean/Port-au-Prince and East area estimated to cross 30W during the periods - Northeastbound 0100 to 0800, or Southwestbound 1100 to 1800:

1.1 Should normally file the fixed routes.

1.2 Should when planning routes other than the fixed routes be prepared to be rerouted onto the fixed routes.

1.3 May file random flight plans at other the time periods specified above.

2. Flights to/from the Western Caribbean/West of Port-au-Prince area may normally file random routes, but during the time periods specified in C.1. above, if the filed random routes conflict with, approximates, or overflies a fixed route for a portion of the flight, they must prepare to be rerouted onto the fixed route for that portion of the flight.

3. The routing to/from 27N/45W (end point of G61) or 27N/50W (end point of R11) is random at all times.

4. For flights conducted along the fixed routes, the routes shall be defined in the flight plan by the appropriate route designator(s), e.g. R11, R67 or G61.

D. AIR TRAFFIC PROCEDURES FOR FIXED ROUTE OPERATIONS

1. 20 minutes minimum longitudinal separation shall be provided between aircraft operating on the fixed routes at the same flight level.

2. Northeastbound aircraft on R11 will be initially cleared to a southerly (with respect to NAT OTS) landfall (NANTES) to avoid strategic conflict with OTS traffic. They will be tactically (ATC action dependent upon the current traffic situation) recleared by Shanwick to Northern European destination when flight is at or about 45W.

3. Southwestbound aircraft from Northern Europe planning to operate on R11 will be cleared to join R11 at 45N/20W.

4. ATC centers involved shall take particular care to ensure that traffic crossing the fixed route structure is not penalized.

5. Abbreviated clearances shall not be issued by air traffic services when clearing an aircraft to follow one of the fixed routes. Full details of the cleared routes shall be specified in the clearance message. The pilot shall read back full details of the cleared route.

6. Aircraft operating on fixed route system shall report over the Lat/Long points specified in para 4 above.
(II-188/79)

ALTERNATIVE ROUTES BETWEEN CANARIAS ISLANDS AND SPAIN: Special alternative routes between Canarias Islands and Spain available only for traffic landing Spain.

1. Traffic departing Canarias destination airports in the Southern part of Spain may file flight plans routed via UA23 OLGAR LGS BEJ ROSAL SVL; before crossing OLGAR aircraft will request Lisboa Control clearance to proceed direct OLGAR VFA MONTE ONUBA 1 SVL. Such a clearance may be granted, pending on traffic situation at the time.

2. Traffic landing other Spanish airports may follow:

a. UA23 LGS BEJ ELVAR CCS TLO;

b. UA6 PST U818 MRT CCS TLD.

(II-190/79)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:
1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 - 07.00 and 12.00 - 15.30 GMT.
2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 - 05.00; 11.30 - 15.00 and 22.00 - 23.00 GMT.
3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 - 01.10 period between 03.00 - 05.00; 10.30 - 14.00 and 19.30 - 21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R068°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24. (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR

clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SEYCHELLES INTL-DISINSECTION OF AIRCRAFT:

All arriving aircraft at Seychelles International are required to have been disinsected on blocks at the last point of departure. Proof that such action has been taken must be recorded on the General Declaration. Failure to do so will require the aircraft to disinsected prior to disembarkation of passengers. (II-5/79)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SPEED CONTROL PROCEDURES FOR ARRIVALS INTO AIRPORTS IN SINGAPORE:

1. INTRODUCTION

1.1 The objective of speed control is to facilitate radar approach sequencing of arriving aircraft and thereby minimizing delays to aircraft.

1.2 With immediate effect the existing speed control procedures in the Singapore AIP will be replaced by those detailed in the following paragraphs.

2. SPEED CONTROL PROCEDURES

2.1 All arriving turbo-prop and turbo-jet aircraft, within their own operational constraints, are to fly at 250 kts during the intermediate approach phase when within 30NM radius of the aerodrome reference point of Singapore Airport and at or below 10,000 ft.

2.2 During radar vectoring aircraft will maintain a speed of 210 kt until at least 12 track miles from touchdown by which time aircraft should either be closing in or established on the ILS. Aircraft will then reduce speed progressively to within 160 - 180 kt until 4NM from touchdown.

2.3 All the speeds mentioned are IAS.

3. EXEMPTION FROM SPEED LIMITATION

3.1 Pilots who may not be able to comply with the speed limits specified above for reasons of flight safety and/or weather should inform ATC and state the speed(s) acceptable.

3.2 ATC may suspend speed control by using the phrase "NO ATC RESTRICTION ON SPEED: when traffic conditions permit. (II-13/79)

SOLOMON ISLANDS

AGA- SOLOMON ISLANDS - FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/1978)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP - East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

DUBAI: Until further notice AVGAS will only be available at Dubai Airport by prior arrangement with British Petroleum. (Bahrain II-039/79)

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

UNITED KINGDOM

LUTON: Until further notice supplies of aviation fuels AVGAS 100LL and AVTUR Jet A1 are restricted. Operators should consult their handling agent to ascertain the availability of fuel. (II-A690/79)

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:
1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL, or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700, 7600, 7500 and 2000. (II-A751/79)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18. (Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details). (Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAMBIA

SPECIAL NOTICE: PROHIBITED AREA P21--A new prohibited area has been designated P21, position 14'38"S 28'49"E and radius is five nautical miles centered on the above coordinates, danger height is from ground to FL 100. Pilots at or below FL 100 to route clear of the area and ATC must route aircraft away from P21. (II-A07/78)

SPECIAL NOTICE: LOCATION INDICATORS--Lilayi Aerodrome has been assigned a location indicator. The aerodrome is now FLLY and Luanshya now becomes FLLA. (II-A08/78)

SPECIAL NOTICE: NDB LY 235 KHz--An NDB has been installed at Lilayi Aerodrome on the extended centerline of Rwy 11. Position 15°30'S/28°15'E. The NDB code LY has replaced LS, the former south beacon. Radiating power is 80 watts. Comments on range from pilots is most welcome. (II-A10/78).

LUSAKA FIR NON-SCHEDULED FLIGHTS: The Zambian airspace is closed to all non-scheduled flights until further notice. For those operators wishing to operate into and overfly Zambia must apply to the Commander Zambia National Defence Force giving ten (10) days prior notice and approval must be received by the applicant before a flight is undertaken. Also a temporary air service permit must be obtained in addition from the Ministry of Transport and Power and Communications, P. O. Box RW 65, Lusaka, Zambia. Telex. MPIC ZA 41680. The application must include the following:

(A) Pilot's name
(B) Operator's name and address
(C) Type of aircraft and registration marks
(D) Route or area of operation
(E) Purpose of flight, dates, timings, etc.

All applications are directed to the Commander Zambia National Defence Force. (II-7/79)

LUSAKA FIR TRAFFIC ON DR 38 AND DA 10: With immediate effect the upper limit of DR 38 has been raised to FL 330 and DA 10 from FL 330 to unlimited. Operators are requested to note the change in the Lusaka FIR. Traffic on DR 38 eastbound must use levels from FL 330 and below, westbound must use flight levels from FL 310 and below. Traffic on DA 10 Nairobi to Jan Smuts must use flight levels from FL 350 and above and from Jan Smuts to Nairobi must use flight levels from FL 370 and above. (II-8/79)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.)
Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.
*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.7 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance.

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. **(FAA)**

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.

The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. **(FAA)**

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small acft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace **(FAA)**

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information is effective. This information amends the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 3, dated January, 1980.

A. MODIFICATIONS

SECTION I - NAR EASTBOUND ROUTES

(A) Common Portion (Eastbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA1	Winny	R56	Slatn
NA3	Nantucket	J62	Slatn

(B) Non-Common Portion (Eastbound)

No Changes.

SECTION II - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA2	Slatn	J97	Nantucket
NA4	Slatn	Direct	Hyannis

(B) Non-Common Portion (Westbound)

VIA BOSTON

Non-Common Portions from Boston

Boston	Norwich Saybrook 3 Arrival	Kennedy

VIA HERIN

Non-Common Portions from Herin

Herin	J174 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

SECTION II - NAR WESTBOUND ROUTES (Cont'd)

(B) Non-Common Portion (Westbound) (Cont'd)

VIA HYANNIS

Non-Common Portions from Hyannis

Hyannis	Hyannis Transition Suffolk 3 Arrival	Kennedy

VIA KENNEBUNK

Non-Common Portions from Kennebunk

Kennebunk	Kennebunk Transition Saybrook 3 Arrival	Kennedy

VIA NANTUCKET

Non-Common Portions from Nantucket

Nantucket	Nantucket 308 Radial J150 Hampton Suffolk 3 Arrival	Kennedy

VIA YARMOUTH

Non-Common Portions from Yarmouth

Yarmouth	HL585 J585 J150 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

B. ADDITIONS

No Changes

C. DELETIONS

No Changes

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number: AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should NOT be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centreline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet-- from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 October 1979 all aircraft operating within the FIR WIEN according to the Instrument Flight Rules shall carry on board at least one SSR

transponder meeting the Standards of ICAO Annex 10, Volume 1, Part 1, item 2.5.

2. The transponder shall have the following minimum capability:
a) to respond to Mode A interrogations and to reply with 4096 codes and
b) to respond to Mode C interrogations with automatic pressure altitude reporting.

3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.

4. If pilots select on Mode A either Code 7700, 7600 or 7500, this will be automatically indicated on the controller's display.

5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part 1, item 13.4.

6. Exemptions from the above mentioned items 1 or 2 have to be addressed well in advance before filing the flight plan either via telephone or via AFTN to the ATC Center Wien (ATCC WIEN or AFTN, LOWWZR), such exemptions will be granted in particular cases only.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and AIC 7/79. (II-A085/79)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:
1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the Austrian airspace; the equipment shall have the following capability:
a) to respond to Mode A interrogations and to reply with 4096 codes and
b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE—Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR-UFN all flights routing airway Amber One between Dubai and Jiwani are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact Teheran on 133.4 MHz. Military aircraft transiting airway Amber One will be kept clear of traffic by military radar. (II-218/78)

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates—2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
A. To Jeddah via B55W Golbi - Silno - Malaga - Raghba - G53 - Jeddah or A1 - Silno - G53W - Riyadh - G53 - Jeddah.
B. From Jeddah B57 - Darb - Afif - Riyadh - G53E - Dhahran or Jeddah - B57 - Quasumah.
C. Inbound FL 310 or above.
D. Outbound via Gassim - B57 - Qaisumah FL 290 and below or via Riyadh - G53E - Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.
A. To Jeddah via A60.
B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina - A60.
C. Inbound FL 310 to Jeddah.
D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.
A. To Jeddah. W22 - Medina - A60 - Jeddah.
B. From Jeddah. Via Majed thence MAD 158R to Medina W22.
C. Flight levels to be determined.

4. Traffic from/to Cairo Area.
A. To Jeddah. Via Luxor - R39 - Jeddah.
B. From Jeddah. A26 - Alwajh - W4 - Luxor.
C. Inbound flight level unrestricted.
D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.
A. To Jeddah. Khartoum - G498 - Jeddah.
B. From Jeddah. G49 - Khartoum.
C. Flight levels to be determined.

6. Traffic from/to Kuwait.
A. To Jeddah or Riyadh. Golbi - Magala - Raghba - G53 - Jeddah.
B. From Jeddah. B57 - Quaisumah.
C. Inbound to Jeddah / Riyadh FL 310 and above.
D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.
E. Inbound overflying Jeddah B54 - HIL - A60 FL 310 and above.
(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

AIRWAY B55 DIRECT TRACK BETWEEN BAHRAIN AND KUWAIT HAS BEEN WITHDRAWN: All flights between Bahrain and Kuwait to route via Airway B55E Reporting Point SELEG PSN 2800.0N 04923.5E. All flights between Dhahran and Failaka to route via Airway B55W Reporting Point Golbi PSN 2750.0N 04859.3E. Direct tracks Bahrain/Kuwait and Dhahran/Failaka may be approved subject to prior coordination between units concerned

but are not to be flight planned. (II-151-79)

BAHRAIN FIR: The following new airways will be introduced within Bahrain FIR WEF 0001 GMT on 27 December 1979:

BLUE FIFTY NINE (B59): From Kuwait KW VOR via SELEG (28°01.5'N 49°22.'E) to Bahrain, BAH VOR.

RED SIXTY FIVE (R65): From Kuwait KW VOR via GOLBI (27°50.0'N 48°59.5'E) to Dhahran DHA VOR.

Accordingly the designators of the following existing airways will change WEF 0001 GMT on 27 December 1979:

BLUE FIFTY FIVE (B55): Between Kuwait KW VOR and SELEG re-designated BLUE FIFTY NINE (B59). Between SELEG and Bahrain BAH VOR re-designated BLUE FIFTY FIVE/BLUE FIFTY NINE (B55/B59).

BLUE FIFTY FIVE EAST (B55E): Between Failaka FI NDB and SELEG re-designated BLUE FIFTY FIVE (B55).

RED FIFTY EIGHT (R58): Between Kuwait KW VOR and GOLBI re-designated RED SIXTY FIVE (R65). Between GOLBI and Dhahran DHA VOR re-designated RED FIFTY EIGHT/RED SIXTY FIVE (R58/R65).

RED FIFTY EIGHT EAST (R58E): Between Failaka FI NDB and GOLBI re-designated RED FIFTY EIGHT (R58). (II-217/79)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") - Monda (N25°21'00", E86°26'00") - Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A035-036/79)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight - procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. - to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. – to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

AVIATION NOTICE (JAN. 1, 1980)-USE OF PHONETIC ALPHABET IN AIR/GROUND COMMUNICATIONS:

Air traffic controllers and flight service specialists in Transport Canada have been directed to begin a changeover to the use of full phonetics when transmitting aircraft identifications on air/ground communication frequencies. This practice was introduced to reduce the number of errors and misunderstandings which had been occurring when using letters only. Several studies on the subject had shown that the frequency of errors, because of similar sounding letters, had reached an unacceptable level. Pilots were advised of this change in procedures in June 1979 via NOTAM 7/79.

It is considered essential by Transport Canada that procedures in air/ground communications be standardized as practiced by pilots, controllers and flight service specialists in order to eliminate as much as possible confusion and errors. Therefore, pilots are expected to use the identification procedures outlined in NOTAM 7/79 (full use of phonetics) when using the aircraft registration as the identification. On initial contact pilots shall use the last four letters of the registration and, in following communication, if the ground station abbreviates to three or two letters, the pilot may use the same abbreviation, again always using phonetics.

NOTAM 7/79 (CALL SIGNS-CIVIL AIRCRAFT)-(Superseding the section under this title on page 8 of NOTAM 1/79, page 6-2 of FIM 1979/80, and item 1104 of the Flight Planning and Procedures Document (GPH 204), issue No. 17.):

In the interest of preventing misunderstandings and misidentification of aircraft, procedures for radio identification of aircraft and the use of phonetics in Canada have been changed.

Pilots are urged to become thoroughly familiar with these procedures and, by careful compliance, help promote safer and more effective communications.

The revised procedures are as follows:

In radio communication, alphabetical letters appearing in aircraft call-signs shall be expressed in phonetics at all times.

After communication has been established, and when no likelihood of confusion exists, the word "heavy" may be omitted and call-signs may be abbreviated as explained below. The term "subsequent communications" is used to indicate these circumstances.

A "heavy" is an aircraft capable of a take-off weight of 300,000 lbs or more.

Canadian Air Carriers-Initial contact: The operator's name or assigned designation, followed by:

1. a) the flight number, or b) the last three characters of the registration, and
2. the word "heavy" if applicable.

EXAMPLE: Air Canada 149 Heavy (spoken: Air Canada 149 Heavy).

Subsequent communications: No abbreviations permitted except "heavy" may be omitted.

EXAMPLE: Air Canada 149.

Foreign Air Carriers-Initial contact: The operator's name or assigned designation followed by:

1. a) the flight number, or b) the full aircraft registration, and
2. the word "heavy" if applicable.

EXAMPLE: Speedbird G-ABCD Heavy (spoken: Speedbird Golf-Alpha-Bravo-Charlie-Delta-Heavy).

Subsequent communications: Where the aircraft registration is used, it may be abbreviated to the last two or more characters.

EXAMPLE: Speedbird CD (spoken: Speedbird Charlie-Delta).

Canadian Private Aircraft-Initial contact: The manufacturer's name or the type of aircraft, followed by the last four letters of the registration.

EXAMPLE: Cessna 182-GADT (spoken: Cessna 182 Golf-Alpha-Delta-Tango). Aztec-FADT (spoken: Aztec Foxtrot-Alpha-Delta-Tango.

Subsequent communications: May be abbreviated to the last two letters of registration, if this abbreviation is initiated by ATC or FSS.

EXAMPLE: Cessna 182-GADT becomes "DT" (spoken: Delta-Tango). Aztec-FADT becomes "DT" (spoken: Delta-Tango).

Foreign Private Aircraft-Initial contact: The manufacturer's name or the type of aircraft, followed by the full aircraft registration.

EXAMPLE: Aztec-N6920K (spoken: Aztec-November 6920 Kilo).

Subsequent communication: May be abbreviated to the first character and the last two characters of the registration, with the manufacturer's name or type of aircraft optional.

EXAMPLE: Aztec-N6920K becomes NOK (spoken: November Zero Kilo).

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

With immediate effect all providers of aviation fuel for transient aircraft will deliver 100L (low lead) octane fuel instead of 80/87 octane. (II-A78/79)

SANTIAGO FLIGHT INFORMATION REGION OVERFLIGHT RESTRICTION: WIE it reiterates to all general aviation aircrafts and public transport the restriction to overflight Santiago City except those aircraft must land or take off. (II-A92/79)

CROSSING CHILE/ARGENTINA BOUNDARY: WIE the crossing of the Chile/Argentina boundary of all commercial aircrafts in regular or non-regular flight must be done under IFR FPL and by controlled airspaces. (II-A93/79)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)—Bose (Poseh)—Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)—Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE—IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PEKING/CAPITAL AIRPORT: Runway surface conditions: Operational tests indicate that the surface of the runway 18R/36L at Peking/Capital Airport lacks desired roughness. Pilots are, therefore, reminded that particular care must be exercised during take-off and landing under rainy, snowy or icing weather conditions. (II-12/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)—Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;
   (10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.
   Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.
3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.
4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Iincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

CIBAO AP.—OPENING TO INTERNATIONAL AIR TRAFFIC: With effect July 1, 1979, has been authorized for international air traffic passengers, cargo and mail operations, the CIBAO AP, located in Santiago city, Dominican Republic. The characteristics of utilization are the following:
Coordinates: 19°28'N/70°42'W; Elevation: 125M; Operating hours: HJ; Administrative authority: Administracion del Aeropuerto Intl. CIBAO; Postal address: Aeropuerto Intl. CIBAO, Santiago, Dominican Republic; Fuel: 100/130; Customs and immigration services: available; Navigation aids: NDB 255 KHz (test basis), Loc 19°28'N/70°44'W, ID STO; Radio communication: VHF - 118.3 MHz. Runway—Designation: 12/30; Dimensions: 1585M x 48M; Surface: Asphalt; Strength: 22,000 lb. SIWL; Strip: Inadequates; Runway Lighting: Edge, Threshold; Marking Aids: Runway Designators, Runway Centerline, Threshold; Visual Ground Aids: Wind Direction Indicator, Aerodrome Beacon; Area Obstruction: Hill to the E and ESE.
No other data available. (II-06/79)

AIRPORTS OF DE LAS AMERICAS, LA ROMANA OR CIBAO: The only requirement for private aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana or Cibao, is sending the corresponding flight plan. The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana, or Cibao, must obtain permission with at least 72 working hours in advance, via cable from DIRAVIC, Santo Domingo, Dominican Republic. (II-07/79)

DE LAS AMERICAS INTL AP.-NEW RADIO ADI IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new measuring equipment DME, associated with CDO VOR 114.7 MHz, with the following characteristics:

Location : 18°25'59'/69°40'02'W
Idenfification VOR/DME: CDO
Channel DME : 94X
Coverage VOR/DME: 200 NM
Hours Operation: H24
(II-09/79)

PUERTO PLATA—SHUTDOWN OF OLD VOR PTA 115.1 MHz: With effect August 17, 1979, the old VOR PTA 115.1 MHz, located 19°43'46"n/70°38'35"W, has been shutdown. (II-10/79)

PUERTO PLATA AP.-NEW RADIO AID IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new omnidirectional radio beacon and distance measuring equipment VOR/DME at the new airport in construction LA UNION Puerto Plata, with the following characteristics:

Location: 19°45'30.41"N/70°34'17.66"W
Identification VOR/DME: PTA
Frequency VOR: 115.1 MHz
Channel DME: 98X
Coverage VOR/DME: 200 NM
Hours Operation: H24
Usable for enroute navigation and APCH.
DME unusuable from 115° to 290° below 8,000 ft. beyond 35 NM. (II-11/79)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:
1) position NUBAR 2200N 3145E.
2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.
3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E (II-9/79)				

ETHIOPIA

SPECIAL NOTICE—WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa—heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

SPECIAL NOTICE: AIRCRAFT TO MAINTAIN HEADING 327° PERIM TO ETBIN AND VV 147° HFFF TO ETBIR 349° AND 169° OSCAR TO ETBIR--WIE all aircraft should maintain heading 327° PERIM ISLAND to ETBIN and 147° ETBIN to PERIM ISLAND. Aircraft exiting Djibouti to ETBIR should maintain a heading of 349° after ETBIR direct to OSCAR and a heading of 169° OSCAR to ETBIR. (II-14/79)

SPECIAL NOTICE: AIRCRAFT FLYING ALONG DR39 TO MAINTAIN CENTERLINE OF ADR ROUTE--WIE all aircraft which fly along DR39 Djibouti/39 Mike/Ferfer/Djibouti should strictly maintain centerline of advisory route on both their inbound and outbound legs. (II-15/79)

SPECIAL NOTICE: SUBMISSION OF FLIGHT PLAN REQUIRED PRIOR TO ENTERING ETHIOPIAN AIRSPACE--WIE all aircraft which intend to fly over the Ethiopian airspace should at all times submit their flight plans to HAABZQ prior to entering Ethiopian airspace. (II-16/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

FINLAND

NOTIFICATION OF LIGHTS WITHIN ADIZ: Ref. AIP, RAC 1-1-5, para 1.2.1.2.2. For non-scheduled flights departing from Finnish territory intended to be operated in the Air Defence Identification Zone (ADIZ), the estimated time of entry and/or the estimated time of leaving the ADIZ shall be inserted in item 18 of the flight plan form. For flights operated within the ADIZ the abbreviation "ADIZ" without time definition shall be inserted.

Examples: RMK/ADIZ 1815/2000
RMK/ADIZ 1815
RMK/ADIZ
(II-28/79)

COM FAILURE PROCEDURES FOR FLIGHTS BOUND FOR USSR:

1. Introduction

1.1 Because the regulations applied by the USSR to flights enroute to aerodromes in their territory do not yet conform to the applicable worldwide radio communication failure provisions of ICAO, the following temporary relief measures have been developed:

2. Applicable Procedures

2.1 In case of radio communication failure before having obtained an authorization to enter the USSR airspace, pilots of aircraft operating on flights to destinations located within the USSR shall, if at all possible, apply the first alternative specified in the worldwide ICAO provisions, i.e., if in VMC, continue to fly in these conditions, land at the nearest suitable aerodrome outside the USSR territory and report the arrival by the most expeditious means to the appropriate air traffic services unit.

2.2 If this is not possible, the following specific provisions apply:

a) Aircraft in level flight bound for the USSR via Helsinki VOR and thence on ATS route R1/UR1 and experiencing radio communication failure before having obtained an authorization to enter the USSR airspace shall continue their flight maintaining their last assigned flight level up to DME fix BRAVO (RL 118° HEL, DME 25 NM).

b) Upon reaching BRAVO such aircraft shall:

i) enter the published holding pattern;

ii) descend in the holding pattern to a level situated half of the applicable vertical separation below that previously occupied (i.e. 300 m (1000 ft) if above FL 290 and 150 m (500 ft) if at or below FL 290);

iii) remain for 10 minutes at that level and in that holding pattern;

iv) thereafter commence descent for approach and landing to a suitable runway at Helsinki-Vantaa aerodrome.

2.3 Aircraft experiencing radio communication failure after having obtained an authorization to enter the USSR airspace, can continue their flight into the USSR.

Note. - The above mentioned authorization shall normally be obtained at least 10 minutes prior to crossing the Tampere/Leningrad FIR boundary and prior to take-off when departing from Helsinki-Vantaa aerodrome. (II-62/79)

CHANGES TO AVAILABILITY OF INTERNATIONAL AIRPORTS (REF. AIP, AGA 1-1):

Helsinki/Malmi International Airport closed to non-scheduled commercial aircraft.

Kruunupi Airport opened to international flights. Customs available on 1 hour prior notice Monday through Friday, from 0600-1415 GMT. Other hours--2 hours prior notice.

Rovaniemi Airport opened to international flights. Customs available 24 hours on 1-1/2 hours prior notice.

Tampere-Pirkkala International Airport customs available Monday through Friday 0500-1300, 16-2400 GMT, Saturday 0500-1300 GMT, Sunday 1600-2400 GMT. Customs availability at other time require 1-1/2 hours prior notice. (II-63/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:

- aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
- aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (06 11) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
- date of flight
- aircraft identification (Item 7)
type of aircraft (Item 9)
- aerodrome of departure and estimated time of departure (Item 13)
- route (Item 15)
- aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)—The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MIS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

ATHINAI VOLMET--CHANGE OF FREQUENCY: On the AIRAC date of 4 October 1979 and at 1000 GMT the Athinai VOLMET frequency of 135.6 MHz will be changed to 127.8 MHz. AIP Greece Vol. 1 COM 2-8 and MET 3-1 should be annotated accordingly. (II-27/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

      i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

      ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

  i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

  ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

  iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

  i) For flights whose flight path are predominantly oriented in a North-South direction, the planne track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an EastWest direction to report its position at any of the intermediate meridians spaced at intervals of:

  a. 10° of longitude South of 70°N (between 5°W and 65°W), and

  b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

GREENLAND. NARSSARSSUAQ. FUEL GRADES: From approximately 1 Sept. 1979 Narssarssuaq Aerodrome will no longer supply aircraft with fuel grades 115/145. From the same date fuel grade 100 LL will be available. Ref. AIP Greenland and Faroe Island, page AGA 2-BGBW-1. (II-8/79)

GODTHAB/NUUK, GREENLAND: Aerodrome available for international traffic. VFR only. Twelve hours prior notice required. (AIP AMD 42)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO—Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG—less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 - 0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

ATS ROUTE-G86: Reference AIP - HONG KONG page RAC 3-6. With effect from 29th November 1979, ATS Route G86 will become one-way route available to eastbound traffic only. (II-A05/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:

1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E - 2210N 11450E - Hong Kong withdrawn from service.

2. Route description. i) Southbound route - Guangzhou - Shilong ("LQ" NDB) - 2232N 11406E (ROMEO) - "HKG" NDB - Hong Kong. Transfer-of-control is at ROMEO. ii) Northbound route - Hong Kong - "CH" VOR - 2221.5N 11352E (TANGO) - 2224.5N 11348E (Neilingding Dao) - Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TANGO. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A17/79)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

TIRUCHCHIRAPPALLI INTL AIRPORT: Rwy 15-33 closed UFN. Side strip rwy 15-33 is also closed UFN. (II-11/1978)

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green - 62 and to provide for a two one way routing system east of Jakarta, the following redesignation of ATS route Green - 62 and establishment of ATS route Green – 61 will be effected.

2. The route segment Jakarta – Madin (06.08 S/110.23E) - Surabaya previously identified as Green - 62 to be redesignated as Green - 61 with the following specifications:
AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) – Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) - SBY VOR (07.21 S/112.46.50 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar–Surabaya–Semarang-Cirebon-Jakarta to be identified as Green – 62 with the following specifications:
AA. Reporting points DPS VOR (08.48.40S/115.09.25E) – Sby vor (07.21.20S/112.46.50 E) - OC NDB - "CA" NDB (06.43S/108.34 E) - HLM VOR (06.24,2S/106.53.08,8 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used westbound Traffic from Denpasar to Halim VOR. (II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR—BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

RADAR MAINTENANCE--BASRAH: Primary Radar at Basrah will be off the air for maintenance on the fourth day of each month from 0300 to 1500 GMT. (II-31/78)

SPECIAL NOTICE--Operations of HF/RT TX-Basrah: WIE and UFN HF/RT TX freq. 1333.6 MHz is off the air. (II-03/79)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centre line of the airways while within the Iraqi territories, acft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2–2 Note 2 refers). Strong action will be taken against acft violating the above instructions. (II-22/78)

SPECIAL NOTICE: INSTRUCTIONS FOR ENTERING BAGHDAD FIR—All aircraft must contact Baghdad Control at least 10 minutes prior entering BAGHDAD FIR on SSB Lower sideband on Frequency 9925 KHz daily from 0530 to 1630 and on frequency 3800 KHz daily from 1630 to 0530 GMT. (II-07/79)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scalloping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II–10/79)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE—CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.

(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."

(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.

(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.

(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIRAC A315/76 dated 20 December and AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.

2. On trial basis it is in force the following:

a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;

b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:

a. until crossing FL100 departing from aerodromes located within Milano TMA;

b. until crossing 6000 ft. departing from aerodromes located within Roma TMA. (II-116/79)

JAMAICA

SPECIAL NOTICE--Kingston radio remains dcmsnd, however, air/ground freq 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily.

Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/1978)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS—JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit – 4500 feet AMSL

Controlling Authority - Kingston Area Control Center

Transition level - FL 50

Transition altitude - 4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace – Instrument Restricted).

b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace – Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO—HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.
Within Tokyo FIR: 1200Z-1700Z
Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines

to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:

a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP—Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:

Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.

Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:

(a) On Airway B39 – 10 minutes from Nairobi UTA.
(b) On ADR DA10 - 10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

KUWAIT

SPECIAL NOTICE: WIE, due to established control zone at KAF West base, all arrivals to OKBK via WAFRA are restricted to F60 or above until passing WAFRA then to maintain HDG 077 DEG MAG. DES as instructed by ATC to establish radial 154 DEG. KW VOR for commencing approach to R/W 33L/R or 15 L/R. Departure from 33L/R proceeding via WAFRA are to maintain HDG 170 DEG. MAG. as soon as possible after takeoff, cross a beam KW VOR F50 or above until intercepting radial 187 DEG. KW VOR. Westbound departure via WAFRA from R/W 15R/L proceed to KW VOR, climb as instructed by ATC. (II–02/79)

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-2-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E—32°50'N 16°00'E—31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E—33°19'N 13°23'E.
2. Vertical limits of the airspace:
   UNI

   GND
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643 S 572153 E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17- (W-17)
Bharatpur (BHP) - Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY E-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.

NETHERLANDS

HILVERSUM AIRPORT: The following runways have been established in lieu of "All Ways" (AW) landings--13-31 (750 x 50m), 05-23 (660 x 50m), and 18-36 (700 x 50m). The establishment of the runways is temporary and on a trial basis in order to fight possible noise disturbance for people living in the surroundings of the aerodrome. During this period the aerodrome will be available on prior permission only. (II-65/78)

AMSTERDAM FIR-ESTABLISHMENT OF VOR CHANGE-OVER POINTS (COPs): With reference to ICAO Annex 2 para 3.6.2.1.2 the following VOR change-over points for ATS routes will be established with effect from November 1, 1979, 0001 GMT.

a. the mid-point between two VORs or
b. the points on the VOR radial flown, where the direction of the route changes, except as provided for the following routes:

(U)A5	from Cambrai VORTAC to Spijkerboor VORTAC at ABEAM NICKY (ANI)
(U)R1N	from Clacton VOR/DME to Spijkerboor VORTAC at REDFIR NORTH (RFN)
(U)B1	from Pampus VOR/DME to Dortmund VORTAC at ABEAM REKKEN (ARK)

These VOR change-over points are established in order to optimize navigation accuracy along VOR defined ATS routes within the Amsterdam FIR. (Ref AIP RAC-3-3.) (II-67/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.

When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

PAKISTAN

KARACHI/LAHORE FIR - PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:
   a. Position, flight level and time at which the deviation from the route is expected to be made.
   b. Direction and distance upto which the aircraft is likely to deviate from the route.
   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.

KARACHI: During the recent past numerous flights from Delhi bound for Lahore/Chakala have flight planned to operate via over-head a place named Anupgarh in Delhi FIR and then direct to Multan in Lahore FIR. It is notified that no such route segment has been established in Pakistan airspace. All Pilots therefore should not flight plan operations on such a route segment. All flights to Lahore/Chaklala shall operate strictly on any of the following established ATS routes while operating in Pakistan air space:

1. Via R60 (i.e. 3047N 7412E-Lahore-3246N 7316E-Chaklala).

2. Via G52 (i.e. 2828N 7215E-Rahimyar Khah-Dahore-3246N 7316E-Chaklala).

All pilots are warned that aircraft entry from East at any point other than along the established ATS routes would be regarded as Pakistan airspace violation.

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi.

These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.

ISLAMABAD: VCR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice.

PANAMA

SPECIAL NOTICE: Radar system in Perico Island. Due to the establishment of enroute radar air traffic control service, radar separation standards now apply within a 200 NM radius of Perico Island (coordinates 08°54'47"N, 079°31'29"W). The radar system will not have primary target or weather services available beyond 60 NM. Any aircraft desiring radar services beyond 60 NM must have an operating transponder. (II-54/78)

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK—Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: SUPERIOR LIMIT CF PANAMA TERMINAL CONTROL AREA (TMA)--Effective September 1, 1978, Superior limit of the Panama Terminal Control Area (6000 ft. MSL) has been changed to 9000 ft. MSL. (II-52/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft below 10,000 ft. Mode A/3 Code 1200. VFR aircraft at and above 10,000 ft. Mode A/3 Code 1400. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

NEW NON-COMPULSORY REPORTING POINTS: Effective June 14, 1979, Non-Compulsory Reporting Points will be established as follows:

1) EKENA 13°41'N 078°10'W (Route UB 11).
2) TOLIN 13°20'N 079°20'W (Route UB 8).
3) ITANA 13°02'N 080°16'W (Route UG 4).
4) CPLOS 13°30'N 078°47'W (Route UB 10).

(II-21/79)

CHANGES ON NATIONALS ATS ROUTES: Effective September 18, 1979, Nationals ATS Routes have been changed as follow:

Route V 12:
1. Reporting Points GORDA and CHANGUINOLA eliminated.
2. Santa Cruz-Bocas del Toro Section:
   a) Distance: 148 NM
   b) MEA: 6000 ft. MSL
3. Bocas del Toro-Changuinola Section eliminated.

Route V 15:
1. Reporting Points REYNA and GARZON eliminated.
2. Blanco-Bocas del Toro Section:
   a) Distance: 31 NM
3. Sombrero-Bocas del Toro Section:
   a) MEA: 9000 ft. MSL

Route V 16:
1. Reporting Point DORA eliminated.
2. Arenosa-Bocas del Toro Section:
   a) Distance: 140 NM
   b) MEA: 7000 ft. MSL

Route V 17:
1. Reporting Points MANGO and LOBO eliminated.
2. Nance-Bocas del Toro Section:
   a) Distance: 38 NM
   b) MEA: 9600 ft. MSL

Route V 29:
1. Reporting Point TIGRE eliminated.
2. Masueto-Bocas del Toro Section:
   a) Distance: 110 NM
   b) MEA: 5000 ft. MSL.

(II-39/79)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen—The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits—0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits—0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

PORTUGAL

NAT REGION - "Fuel Conservation":

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region, on a trial basis:

a) On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.

EXAMPLE: "PA 101 5100N 30W 0436 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W".

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-126/79)

SANTA MARIA OCEANIC CONTROL AREA - OCEANIC CLEARANCE: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Areas boundary.

1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria radio on a HF enroute frequency

2. Pilots should maintain a SEICAL watch for receipt of the clearance and while in communication with Santa Maria radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating.

3. Requests for clearances should include the following information:

a) Call sign,

b) Present and requested flight level,

c) Coordinates of OCA entry point and an accurate estimate for this point; and

d) Any change to filed flight plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-132/79)

SANTA MARIA OCEANIC FIR - ACTION IN THE EVENT OF AN IN-FLIGHT DETERIORATION IN NAVIGATION CAPABILITY: The pilot of the aircraft must advise Santa Maria OACC and each successive ATS unit on initial contact of any in-flight deterioration in navigational capability. (II-133/79)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES: With effect from July 12, 1979, the en-route NAT HF family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization. (AIP Portugal COM 2-9 refers). (II-146/79)

SANTA MARIA OCEANIC FIR-PLN DATA:

1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT

organized tracks shall be specified in field type 13 of the flight plan;

2. For flights conducted along one of the organized tracks from the entry point into the NAT Flight Information Region to the exit point only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the flight plan.

3. Flights crossing the eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the flight plan. (II-147/79)

SANTA MARIA OCA: Pilots entering Santa Maria OCA from Dakar Oceanic FIR shall:
a. Comply with para. 4.4.1 ICAO SUPPS Doc. 7030 which states: "the last position report before passing from one FIR to an adjacent FIR shall also be made to the ATS unit serving the airspace about to be entered";
2. As hereby required, contact Santa Maria radio at least 30 minutes before to enter Santa Maria OCA reporting the estimated time and coordinates at the boundary with the FL, whichever is the earliest report, and,
3. As hereby required, maintain a continuous listening watch on the appropriate Santa Maria radio frequency, after the report required above, for possible amendment to the clearance received and related to the part of flight from Santa Maria OCA boundary to the destination airport.

Pilots are reminded that there is not any arrangement to receive these reports through any outside communication station and that the pilot-in-command has the responsibility for the transmission of these and subsequent position reports to Santa Maria Radio. As the clearances issued to those flights entering Santa Maria Oceanic from Dakar Oceanic are frequently not coordinated with Santa Maria OCA, pilots not complying with the above procedures are jeopardizing their flights and the other traffic flying in the Southern portion of the Santa Maria Oceanic FIR. (II-167/79)

ROUTES BETWEEN CARIBBEAN/SOUTH AMERICA (CAR/SAM) AND EUROPE: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, a 3-month trial of an organized traffic flow will be implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.
A. ROUTE DEFINITION
1. For traffic to/from CAR/SAM and Northern Europe: R11 27N/50W 34N/40W 3927N/3110W (FLORES NDB) 45N/20W 47N/08W 4709N/0136W (NANTES VOR).

2. For traffic to/from CAR/SAM and the Iberian Peninsula: G61 27N/45W 29N/40W 33N/30W 36N/20W 37N/15W 3837N/0930W (BUG10), or R67 3927N/3110W (FLORES NDB) 41N/20W 41N/15W 4051N/0930W (DIRMA)
B. FLIGHT LEVEL UTILIZATION
1. Appropriate to the direction of flight.
C. FLIGHT PLANNING
1. Flights to/from or over the East Caribbean/Port-au-Prince and East area estimated to cross 30W during the periods - Northeastbound 0100 to 0800, or Southwestbound 1100 to 1800:
1.1 Should normally file the fixed routes.
1.2 Should when planning routes other than the fixed routes be prepared to be rerouted onto the fixed routes.
1.3 May file random flight plans at other the time periods specified above.
2. Flights to/from the Western Caribbean/West of Port-au-Prince area may normally file random routes, but during the time periods specified in C.1. above, if the filed random routes conflict with, approximates, or overflies a fixed route for a portion of the flight, they must prepare to be rerouted onto the fixed route for that portion of the flight.
3. The routing to/from 27N/45W (end point of G61) or 27N/50W (end point of R11) is random at all times.
4. For flights conducted along the fixed routes, the routes shall be defined in the flight plan by the appropriate route designator(s), e.g. R11, R67 or G61.
D. AIR TRAFFIC PROCEDURES FOR FIXED ROUTE OPERATIONS
1. 20 minutes minimum longitudinal separation shall be provided between aircraft operating on the fixed routes at the same flight level.
2. Northeastbound aircraft on R11 will be initially cleared to a southerly (with respect to NAT OTS) landfall (NANTES) to avoid strategic conflict with OTS traffic. They will be tactically (ATC action dependent upon the current traffic situation) recleared by Shanwick to Northern European destination when flight is at or about 45W.
3. Southwestbound aircraft from Northern Europe planning to operate on R11 will be cleared to join R11 at 45N/20W.
4. ATC centers involved shall take particular care to ensure that traffic crossing the fixed route structure is not penalized.
5. Abbreviated clearances shall not be issued by air traffic services when clearing an aircraft to follow one of the fixed routes. Full details of the cleared routes shall be specified in the clearance message. The pilot shall read back full details of the cleared route.
6. Aircraft operating on fixed route system shall report over the Lat/Long points specified in para 4 above.
(II-188/79)

ALTERNATIVE ROUTES BETWEEN CANARIAS ISLANDS AND SPAIN: Special alternative routes between Canarias Islands and Spain available only for traffic landing Spain.

1. Traffic departing Canarias destination airports in the Southern part of Spain may file flight plans routed via UA23 OLGAR LGS BEJ ROSAL SVL; before crossing OLGAR aircraft will request Lisboa Control clearance to proceed direct OLGAR VFA MONTE ONUBA 1 SVL. Such a clearance may be granted, pending on traffic situation at the time.
2. Traffic landing other Spanish airports may follow:
   a. UA23 LGS BEJ ELVAR CCS TLO;
   b. UA6 PST U818 MRT CCS TLD.

(II-190/79)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M. Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 - 07.00 and 12.00 - 15.30 GMT.
2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 - 05.00; 11.30 - 15.00 and 22.00 - 23.00 GMT.
3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 - 01.10 period between 03.00 - 05.00; 10.30 - 14.00 and 19.30 - 21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR—JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH—TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA—TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB—VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26—A60—W4—B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH—TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAI reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:

(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.

The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:

020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR—TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SEYCHELLES INTL-DISINSECTION OF AIRCRAFT:

All arriving aircraft at Seychelles International are required to have been disinsected on blocks at the last point of departure. Proof that such action has been taken must be recorded on the General

Declaration. Failure to do so will require the aircraft to disinsected prior to disembarkation of passengers. (II-5/79)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SPEED CONTROL PROCEDURES FOR ARRIVALS INTO AIRPORTS IN SINGAPORE:

1. INTRODUCTION

1.1 The objective of speed control is to facilitate radar approach sequencing of arriving aircraft and thereby minimizing delays to aircraft.

1.2 With immediate effect the existing speed control procedures in the Singapore AIP will be replaced by those detailed in the following paragraphs.

2. SPEED CONTROL PROCEDURES

2.1 All arriving turbo-prop and turbo-jet aircraft, within their own operational constraints, are to fly at 250 kts during the intermediate approach phase when within 30NM radius of the aerodrome reference point of Singapore Airport and at or below 10,000 ft.

2.2 During radar vectoring aircraft will maintain a speed of 210 kt until at least 12 track miles from touchdown by which time aircraft should either be closing in or established on the ILS. Aircraft will then reduce speed progressively to within 160 - 180 kt until 4NM from touchdown.

2.3 All the speeds mentioned are IAS.

3. EXEMPTION FROM SPEED LIMITATION

3.1 Pilots who may not be able to comply with the speed limits specified above for reasons of flight safety and/or weather should inform ATC and state the speed(s) acceptable.

3.2 ATC may suspend speed control by using the phrase "NO ATC RESTRICTION ON SPEED: when traffic conditions permit. (II-13/79)

SOLOMON ISLANDS

AGA- SOLOMON ISLANDS - FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR

"TOU" is not usable until further notice. (II-523/78)

SRI LANKA

SPECIAL NOTICE: SSR CODES—With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/1978)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L

AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM. A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP - East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

DUBAI: Until further notice AVGAS will only be available at Dubai Airport by prior arrangement with British Petroleum. (Bahrain II-039/79)

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

UNITED KINGDOM

LUTON: Until further notice supplies of aviation fuels AVGAS 100LL and AVTUR Jet A1 are restricted. Operators should consult their handling agent to ascertain the availability of fuel. (II-A690/79)

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:
1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18. (Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details). (Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE—CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAMBIA

SPECIAL NOTICE: PROHIBITED AREA P21--A new prohibited area has been designated P21, position 14'38"S 28'49"E and radius is five nautical miles centered on the above coordinates, danger height is from ground to FL 100. Pilots at or below FL 100 to route clear of the area and ATC must route aircraft away from P21. (II-A07/78)

SPECIAL NOTICE: LOCATION INDICATORS--Lilayi Aerodrome has been assigned a location indicator. The aerodrome is now FLLY and Luanshya now becomes FLLA. (II-A08/78)

SPECIAL NOTICE: NDB LY 235 KHz--An NDB has been installed at Lilayi Aerodrome on the extended centerline of Rwy 11. Position 15°30'S/28°15'E. The NDB code LY has replaced LS, the former south beacon. Radiating power is 80 watts. Comments on range from pilots is most welcome. (II-A10/78).

LUSAKA FIR NON-SCHEDULED FLIGHTS: The Zambian airspace is closed to all non-scheduled flights until further notice. For those operators wishing to operate into and overfly Zambia must apply to the Commander Zambia National Defence Force giving ten (10) days prior notice and approval must be received by the applicant before a flight is undertaken. Also a temporary air service permit must be obtained in addition from the Ministry of Transport and Power and Communications, P. O. Box RW 65, Lusaka, Zambia. Telex. MPIC ZA 41680. The application must include the following:

(A) Pilot's name
(B) Operator's name and address
(C) Type of aircraft and registration marks
(D) Route or area of operation
(E) Purpose of flight, dates, timings, etc.

All applications are directed to the Commander Zambia National Defence Force. (II-7/79)

LUSAKA FIR TRAFFIC ON DR 38 AND DA 10: With immediate effect the upper limit of DR 38 has been raised to FL 330 and DA 10 from FL 330 to unlimited. Operators are requested to note the change in the Lusaka FIR. Traffic on DR 38 eastbound must use levels from FL 330 and below, westbound must use flight levels from FL 310 and below. Traffic on DA 10 Nairobi to Jan Smuts must use flight levels from FL 350 and above and from Jan Smuts to Nairobi must use flight levels from FL 370 and above. (II-8/79)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

MEXICO

Aircraft entry into Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into the country:

Cancun
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Matamoros
Mexicali
Nogales
Nueva Laredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from any airport of entry.

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.)
Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:
(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.
(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:
   a. Track and ground speed checks.
   b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.
   c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.
   d. Position of heavy cloud in relation to the aircraft.
2. The procedure to be followed for the use of this service is as follows:
   a. Use the following VHF radio frequencies for contacting radar station:
      (1) 126.2 King Salmon and Fort Yukon, Alaska areas only.
      (2) 126.2 Northern DEW stations.
      (3) 133.2 for Icelandic military ADIZ.
      (4) 122.2 for other areas.
   b. Call "Radar Assistance."
   c. The subsequent call sign of the ground station will be the call sign given by the ground station.
   d. After communication has been established with ground radar station, request the service desired.
   e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.
   f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.
   g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.

*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.7 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8—128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.
The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small acft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information will become effective on November 29, 1979. This information amends the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 2, dated October, 1979.

A. MODIFICATIONS

SECTION 1 - NAR EASTBOUND ROUTES

No Changes.

SECTION 2 - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA120	Gander	HL577 Sydney HL575	Yarmouth

(B) Non-Common Portion (Westbound)

VIA ALBANY

Non-Common Portions from Albany

Albany	Pawling Calverton Calverton 193 Radial J121 Coyle 100 Radial Coyle	McGuire
Albany	Pawling Calverton Calverton 193 Radial J121 Sea Isle	Dover

B. ADDITIONS

There are no additions to the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 2, dated October, 1979.

C. DELETIONS:

There are no deletions to the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 2, dated October, 1979.

*U.S. GOVERNMENT PRINTING OFFICE : 1980 O-311-595/15

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should NOT be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centreline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet-- from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
    --aircraft identification
    --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
    --aircraft identification
    --position
    --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 October 1979 all aircraft operating within the FIR WIEN according to the Instrument Flight Rules shall carry on board at least one SSR

transponder meeting the Standards of ICAO Annex 10, Volume 1, Part 1, item 2.5.

2. The transponder shall have the following minimum capability:
a) to respond to Mode A interrogations and to reply with 4096 codes and
b) to respond to Mode C interrogations with automatic pressure altitude reporting.

3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.

4. If pilots select on Mode A either Code 7700, 7600 or 7500, this will be automatically indicated on the controller's display.

5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part 1, item 13.4.

6. Exemptions from the above mentioned items 1 or 2 have to be addressed well in advance before filing the flight plan either via telephone or via AFTN to the ATC Center Wien (ATCC WIEN or AFTN, LOWWZR), such exemptions will be granted in particular cases only.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and AIC 7/79. (II-A085/79)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:
1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the Austrian airspace; the equipment shall have the following capability:
a) to respond to Mode A interrogations and to reply with 4096 codes and
b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR-UFN all flights routing airway Amber One between Dubai and Jiwani are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact Teheran on 133.4 MHz. Military aircraft transiting airway Amber One will be kept clear of traffic by military radar. (II-218/78)

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
    A. To Jeddah via B55W Golbi - Silno - Malaga - Raghba - G53 - Jeddah or A1 - Silno - G53W - Riyadh - G53 - Jeddah.
    B. From Jeddah B57 - Darb - Afif - Riyadh - G53E - Dhahran or Jeddah - B57 - Quasumah.
    C. Inbound FL 310 or above.
    D. Outbound via Gassim - B57 - Qaisumah FL 290 and below or via Riyadh - G53E - Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.
    A. To Jeddah via A60.
    B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina - A60.
    C. Inbound FL 310 to Jeddah.
    D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.
    A. To Jeddah. W22 - Medina - A60 - Jeddah.
    B. From Jeddah. Via Majed thence MAD 158R to Medina W22.
    C. Flight levels to be determined.

4. Traffic from/to Cairo Area.
    A. To Jeddah. Via Luxor - R39 - Jeddah.
    B. From Jeddah. A26 - Alwajh - W4 - Luxor.
    C. Inbound flight level unrestricted.
    D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.
    A. To Jeddah. Khartoum - G498 - Jeddah.
    B. From Jeddah. G49 - Khartoum.
    C. Flight levels to be determined.

6. Traffic from/to Kuwait.
    A. To Jeddah or Riyadh. Golbi - Magala - Raghba - G53 - Jeddah.
    B. From Jeddah. B57 - Quaisumah.
    C. Inbound to Jeddah / Riyadh FL 310 and above.
    D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.
    E. Inbound overflying Jeddah B54 - HIL - A60 FL 310 and above.
(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

AIRWAY B55 DIRECT TRACK BETWEEN BAHRAIN AND KUWAIT HAS BEEN WITHDRAWN: All flights between Bahrain and Kuwait to route via Airway B55E Reporting Point SELEG PSN 2800.0N 04923.5E. All flights between Dhahran and Failaka to route via Airway B55W Reporting Point Golbi PSN 2750.0N 04859.3E. Direct tracks Bahrain/Kuwait and Dhahran/Failaka may be approved subject to prior coordination between units concerned

but are not to be flight planned. (II-151-79)

BAHRAIN FIR: The following new airways will be introduced within Bahrain FIR WEF 0001 GMT on 27 December 1979:

BLUE FIFTY NINE (B59): From Kuwait KW VOR via SELEG (28°01.5'N 49°22.'E) to Bahrain, BAH VOR.

RED SIXTY FIVE (R65): From Kuwait KW VOR via GOLBI (27°50.0'N 48°59.5'E) to Dhahran DHA VOR.

Accordingly the designators of the following existing airways will change WEF 0001 GMT on 27 December 1979:

BLUE FIFTY FIVE (B55): Between Kuwait KW VOR and SELEG re-designated BLUE FIFTY NINE (B59). Between SELEG and Bahrain BAH VOR re-designated BLUE FIFTY FIVE/BLUE FIFTY NINE (B55/B59).

BLUE FIFTY FIVE EAST (B55E): Between Failaka FI NDB and SELEG re-designated BLUE FIFTY FIVE (B55).

RED FIFTY EIGHT (R58): Between Kuwait KW VOR and GOLBI re-designated RED SIXTY FIVE (R65). Between GOLBI and Dhahran DHA VOR re-designated RED FIFTY EIGHT/RED SIXTY FIVE (R58/R65).

RED FIFTY EIGHT EAST (R58E): Between Failaka FI NDB and GOLBI re-designated RED FIFTY EIGHT (R58). (II-217/79)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TMR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") - Monda (N25°21'00", E86°26'00") - Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A035-036/79)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight - procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;
(2) for operating limitations reasons;
(3) if encountering icing conditions; and
(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;
(2) if necessary to accommodate traffic flows;
(3) if necessary to accommodate the need(s) of adjacent unit/sector;
(4) if necessary to effectively utilize available airspace; and
(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;
(ii) under A. - to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or
(iii) under B. - to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;
(2) is conducting a flight check of a NAVAID;
(3) is operating with an airspace reservation; or
(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

AVIATION NOTICE (JAN. 1, 1980)-USE OF PHONETIC ALPHABET IN AIR/GROUND COMMUNICATIONS:

Air traffic controllers and flight service specialists in Transport Canada have been directed to begin a changeover to the use of full phonetics when transmitting aircraft identifications on air/ground communication frequencies. This practice was introduced to reduce the number of errors and misunderstandings which had been occurring when using letters only. Several studies on the subject had shown that the frequency of errors, because of similar sounding letters, had reached an unacceptable level. Pilots were advised of this change in procedures in June 1979 via NOTAM 7/79.

It is considered essential by Transport Canada that procedures in air/ground communications be standardized as practiced by pilots, controllers and flight service specialists in order to eliminate as much as possible confusion and errors. Therefore, pilots are expected to use the identification procedures outlined in NOTAM 7/79 (full use of phonetics) when using the aircraft registration as the identification. On initial contact pilots shall use the last four letters of the registration and, in following communication, if the ground station abbreviates to three or two letters, the pilot may use the same abbreviation, again always using phonetics.

NOTAM 7/79 (CALL SIGNS-CIVIL AIRCRAFT)- (Superseding the section under this title on page 8 of NOTAM 1/79, page 6-2 of FIM 1979/80, and item 1104 of the Flight Planning and Procedures Document (GPH 204), issue No. 17.):

In the interest of preventing misunderstandings and misidentification of aircraft, procedures for radio identification of aircraft and the use of phonetics in Canada have been changed.

Pilots are urged to become thoroughly familiar with these procedures and, by careful compliance, help promote safer and more effective communications.

The revised procedures are as follows:

In radio communication, alphabetical letters appearing in aircraft call-signs shall be expressed in phonetics at all times.

After communication has been established, and when no likelihood of confusion exists, the word "heavy" may be omitted and call-signs may be abbreviated as explained below. The term "subsequent communications" is used to indicate these circumstances.

A "heavy" is an aircraft capable of a take-off weight of 300,000 lbs or more.

Canadian Air Carriers-Initial contact: The operator's name or assigned designation, followed by:

1. a) the flight number, or b) the last three characters of the registration, and
2. the word "heavy" if applicable.

EXAMPLE: Air Canada 149 Heavy (spoken: Air Canada 149 Heavy).

Subsequent communications: No abbreviations permitted except "heavy" may be omitted.

EXAMPLE: Air Canada 149.

Foreign Air Carriers-Initial contact: The operator's name or assigned designation followed by:

1. a) the flight number, or b) the full aircraft registration, and
2. the word "heavy" if applicable.

EXAMPLE: Speedbird G-ABCD Heavy (spoken: Speedbird Golf-Alpha-Bravo-Charlie-Delta-Heavy).

Subsequent communications: Where the aircraft registration is used, it may be abbreviated to the last two or more characters.

EXAMPLE: Speedbird CD (spoken: Speedbird Charlie-Delta).

Canadian Private Aircraft-Initial contact: The manufacturer's name or the type of aircraft, followed by the last four letters of the registration.

EXAMPLE: Cessna 182-GADT (spoken: Cessna 182 Golf-Alpha-Delta-Tango). Aztec-FADT (spoken: Aztec Foxtrot-Alpha-Delta-Tango.

Subsequent communications: May be abbreviated to the last two letters of registration, if this abbreviation is initiated by ATC or FSS.

EXAMPLE: Cessna 182-GADT becomes "DT" (spoken: Delta-Tango). Aztec-FADT becomes "DT" (spoken: Delta-Tango).

Foreign Private Aircraft-Initial contact: The manufacturer's name or the type of aircraft, followed by the full aircraft registration.

EXAMPLE: Aztec-N6920K (spoken: Aztec-November 6920 Kilo).

Subsequent communication: May be abbreviated to the first character and the last two characters of the registration, with the manufacturer's name or type of aircraft optional.

EXAMPLE: Aztec-N6920K becomes NOK (spoken: November Zero Kilo).

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

With immediate effect all providers of aviation fuel for transient aircraft will deliver 100L (low lead) octane fuel instead of 80/87 octane. (II-A78/79)

SANTIAGO FLIGHT INFORMATION REGION OVERFLIGHT RESTRICTION: WIE it reiterates to all general aviation aircrafts and public transport the restriction to overflight Santiago City except those aircraft must land or take off. (II-A92/79)

CROSSING CHILE/ARGENTINA BOUNDARY: WIE the crossing of the Chile/Argentina boundary of all commercial aircrafts in regular or non-regular flight must be done under IFR FPL and by controlled airspaces. (II-A93/79)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PEKING/CAPITAL AIRPORT: Runway surface conditions: Operational tests indicate that the surface of the runway 18R/36L at Peking/Capital Airport lacks desired roughness. Pilots are, therefore, reminded that particular care must be exercised during take-off and landing under rainy, snowy or icing weather conditions. (II-12/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;
   (10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.
   Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.
3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.
4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart BAC-2-10E/1979-5-15. (II-20/79)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

CIBAO AP.-OPENING TO INTERNATIONAL AIR TRAFFIC: With effect July 1, 1979, has been authorized for international air traffic passengers, cargo and mail operations, the CIBAO AP, located in Santiago city, Dominican Republic. The characteristics of utilization are the following:
Coordinates: 19°28'N/70°42'W; Elevation: 125M; Operating hours: HJ; Administrative authority: Administracion del Aeropuerto Intl. CIBAO; Postal address: Aeropuerto Intl. CIBAO, Santiago, Dominican Republic; Fuel: 100/130; Customs and immigration services: available; Navigation aids: NDB 255 KHz (test basis), Loc 19°28'N/70°44'W, ID STO; Radio communication: VHF - 118.3 MHz. Runway--Designation: 12/30; Dimensions: 1585M x 48M; Surface: Asphalt; Strength: 22,000 lb. SIWL; Strip: Inadequates; Runway Lighting: Edge, Threshold; Marking Aids: Runway Designators, Runway Centerline, Threshold; Visual Ground Aids: Wind Direction Indicator, Aerodrome Beacon; Area Obstruction: Hill to the E and ESE.
No other data available. (II-06/79)

AIRPORTS OF DE LAS AMERICAS, LA ROMANA OR CIBAO: The only requirement for private aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana or Cibao, is sending the corresponding flight plan. The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana, or Cibao, must obtain permission with at least 72 working hours in advance, via cable from DIRAVIC, Santo Domingo, Dominican Republic. (II-07/79)

DE LAS AMERICAS INTL AP.-NEW RADIO ADI IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new measuring equipment DME, associated with CDO VOR 114.7 MHz, with the following characteristics:

Location : 18°25'59'/69°40'02'W
Idenfification VOR/DME: CDO
Channel DME : 94X
Coverage VOR/DME: 200 NM
Hours Operation: H24
(II-09/79)

PUERTO PLATA-SHUTDOWN OF OLD VOR PTA 115.1 MHz: With effect August 17, 1979, the old VOR PTA 115.1 MHz, located 19°43'46"n/70°38'35"W, has been shutdown. (II-10/79)

PUERTO PLATA AP.-NEW RADIO AID IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new omnidirectional radio beacon and distance measuring equipment VOR/DME at the new airport in construction IA UNION Puerto Plata, with the following characteristics:

Location: 19°45'30.41"N/70°34'17.66"W
Identification VOR/DME: PTA
Frequency VOR: 115.1 MHz
Channel DME: 98X
Coverage VOR/DME: 200 NM
Hours Operation: H24
Usable for enroute navigation and APCH.
DME unusuable from 115° to 290° below 8,000 ft. beyond 35 NM. (II-11/79)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:
1) position NUBAR 2200N 3145E.
2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.
3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

SPECIAL NOTICE: AIRCRAFT TO MAINTAIN HEADING 327° PERIM TO ETBIN AND VV 147° HFFF TO ETBIR 349° AND 169° OSCAR TO ETBIR--WIE all aircraft should maintain heading 327° PERIM ISLAND to ETBIN and 147° ETBIN to PERIM ISLAND. Aircraft exiting Djibouti to ETBIR should maintain a heading of 349° after ETBIR direct to OSCAR and a heading of 169° OSCAR to ETBIR. (II-14/79)

SPECIAL NOTICE: AIRCRAFT FLYING ALONG DR39 TO MAINTAIN CENTERLINE OF ADR ROUTE--WIE all aircraft which fly along DR39 Djibouti/39 Mike/Ferfer/Djibouti should strictly maintain centerline of advisory route on both their inbound and outbound legs. (II-15/79)

SPECIAL NOTICE: SUBMISSION OF FLIGHT PLAN REQUIRED PRIOR TO ENTERING ETHIOPIAN AIRSPACE--WIE all aircraft which intend to fly over the Ethiopian airspace should at all times submit their flight plans to HAABZQ prior to entering Ethiopian airspace. (II-16/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

FINLAND

NOTIFICATION OF LIGHTS WITHIN ADIZ: Ref. AIP, RAC 1-1-5, para 1.2.1.2.2. For non-scheduled flights departing from Finnish territory intended to be operated in the Air Defence Identification Zone (ADIZ), the estimated time of entry and/or the estimated time of leaving the ADIZ shall be inserted in item 18 of the flight plan form. For flights operated within the ADIZ the abbreviation "ADIZ" without time definition shall be inserted.

Examples: RMK/ADIZ 1815/2000
RMK/ADIZ 1815
RMK/ADIZ

(II-28/79)

COM FAILURE PROCEDURES FOR FLIGHTS BOUND FOR USSR:

1. Introduction

1.1 Because the regulations applied by the USSR to flights enroute to aerodromes in their territory do not yet conform to the applicable worldwide radio communication failure provisions of ICAO, the following temporary relief measures have been developed:

2. Applicable Procedures

2.1 In case of radio communication failure before having obtained an authorization to enter the USSR airspace, pilots of aircraft operating on flights to destinations located within the USSR shall, if at all possible, apply the first alternative specified in the worldwide ICAO provisions, i.e., if in VMC, continue to fly in these conditions, land at the nearest suitable aerodrome outside the USSR territory and report the arrival by the most expeditious means to the appropriate air traffic services unit.

2.2 If this is not possible, the following specific provisions apply:

a) Aircraft in level flight bound for the USSR via Helsinki VOR and thence on ATS route R1/UR1 and experiencing radio communication failure before having obtained an authorization to enter the USSR airspace shall continue their flight maintaining their last assigned flight level up to DME fix BRAVO (RL 118° HEL, DME 25 NM).

b) Upon reaching BRAVO such aircraft shall:

i) enter the published holding pattern;

ii) descend in the holding pattern to a level situated half of the applicable vertical separation below that previously occupied (i.e. 300 m (1000 ft) if above FL 290 and 150 m (500 ft) if at or below FL 290);

iii) remain for 10 minutes at that level and in that holding pattern;

iv) thereafter commence descent for approach and landing to a suitable runway at Helsinki-Vantaa aerodrome.

2.3 Aircraft experiencing radio communication failure after having obtained an authorization to enter the USSR airspace, can continue their flight into the USSR.

Note. - The above mentioned authorization shall normally be obtained at least 10 minutes prior to crossing the Tampere/Leningrad FIR boundary and prior to take-off when departing from Helsinki-Vantaa aerodrome. (II-62/79)

CHANGES TO AVAILABILITY OF INTERNATIONAL AIRPORTS (REF. AIP, AGA 1-1):

Helsinki/Malmi International Airport closed to non-scheduled commercial aircraft.

Kruunupi Airport opened to international flights. Customs available on 1 hour prior notice Monday through Friday, from 0600-1415 GMT. Other hours--2 hours prior notice.

Rovaniemi Airport opened to international flights. Customs available 24 hours on 1-1/2 hours prior notice.

Tampere-Pirkkala International Airport customs available Monday through Friday 0500-1300, 16-2400 GMT, Saturday 0500-1300 GMT, Sunday 1600-2400 GMT. Customs availability at other time require 1-1/2 hours prior notice. (II-63/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
- aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
- aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZBLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
- date of flight
- aircraft identification (Item 7)
type of aircraft (Item 9)
- aerodrome of departure and estimated time of departure (Item 13)
- route (Item 15)
- aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444-RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444-RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444-RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present AIS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

ATHINAI VOLMET--CHANGE OF FREQUENCY: On the AIRAC date of 4 October 1979 and at 1000 GMT the Athinai VOLMET frequency of 135.6 MHz will be changed to 127.8 MHz. AIP Greece Vol. 1 COM 2-8 and MET 3-1 should be annotated accordingly. (II-27/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

      i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

      ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

   i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

   ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

   iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

   i) For flights whose flight path are predominantly oriented in a North-South direction, the planne track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an EastWest direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

GREENLAND. NARSSARSSUAQ. FUEL GRADES: From approximately 1 Sept. 1979 Narssarssuaq Aerodrome will no longer supply aircraft with fuel grades 115/145. From the same date fuel grade 100 LL will be available. Ref. AIP Greenland and Faroe Island, page AGA 2-BGBW-1. (II-8/79)

GODTHAB/NUUK, GREENLAND: Aerodrome available for international traffic. VFR only. Twelve hours prior notice required. (AIP AMD 42)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route E-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 - 0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

ATS ROUTE-G86: Reference AIP - HONG KONG page RAC 3-6. With effect from 29th November 1979, ATS Route G86 will become one-way route available to eastbound traffic only. (II-A05/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:

1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E - 2210N 11450E - Hong Kong withdrawn from service.

2. Route description. i) Southbound route - Guangzhou - Shilong ("LC" NDB) - 2232N 11406E (ROMEO) - "HKG" NDB - Hong Kong. Transfer-of-control is at ROMEO. ii) Northbound route - Hong Kong - "CH" VOR - 2221.5N 11352E (TANGO) - 2224.5N 11348E (Neilingding Dao) - Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TANGO. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A17/79)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

TIRUCHCHIRAPPALLI INTL AIRPORT: Rwy 15-33 closed UFN. Side strip rwy 15-33 is also closed UFN. (II-11/1978)

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green - 62 and to provide for a two one way routing system east of Jakarta, the following redesignation of ATS route Green - 62 and establishment of ATS route Green - 61 will be effected.

2. The route segment Jakarta - Madin (06.08 S/110.23E) - Surabaya previously identified as Green - 62 to be redesignated as Green - 61 with the following specifications:
AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) - Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) - SBY VOR (07.21 S/112.46.50 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as Green - 62 with the following specifications:
AA. Reporting points DPS VOR (08.48.40S/115.09.25E) - Sby vor (07.21.20S/112.46.50 E) - OC NDB - "CA" NDB (06.43S/108.34 E) - HLM VOR (06.24,2S/106.53.08,8 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used westbound Traffic from Denpasar to Halim VOR. (II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centre line of the airways while within the Iraqi territories, acft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against acft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:
(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.

(b) On page COM 2-2 against VOR EGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."

(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.

(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.

(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.

Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIRAC A315/76 dated 20 December and AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.

2. On trial basis it is in force the following:

a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;

b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:

a. until crossing FL100 departing from aerodromes located within Milano TMA;

b. until crossing 6000 ft. departing from aerodromes located within Roma TMA. (II-116/79)

JAMAICA

SPECIAL NOTICE--Kingston radio remains dcmsnd, however, air/ground freq 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster

International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/1978)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit - 4500 feet AMSL

Controlling Authority - Kingston Area Control Center

Transition level - FL 50

Transition altitude - 4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace - Instrument Restricted).
b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace - Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.
2. Effective Daily Time Frame.
   Within Tokyo FIR: 1200Z-1700Z
   Within Honolulu FIR: 1300Z-2100Z
3. Usable Flight Levels. All IFR flight levels at or above FL290.
4. Notification of the FTS. Notification of the geographical coordinates of the

selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQE" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:

Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.

Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:

(a) On Airway B39 - 10 minutes from Nairobi UTA.

(b) On ADR DA10 - 10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

KUWAIT

SPECIAL NOTICE: WIE, due to established control zone at KAF West base, all arrivals to OKBK via WAFRA are restricted to F60 or above until passing WAFRA then to maintain HDG 077 DEG MAG. DES as instructed by ATC to establish radial 154 DEG. KW VOR for commencing approach to R/W 33L/R or 15 L/R. Departure from 33L/R proceeding via WAFRA are to maintain HDG 170 DEG. MAG. as soon as possible after takeoff, cross a beam KW VOR F50 or above until intercepting radial 187 DEG. KW VOR. Westbound departure via WAFRA from R/W 15R/L proceed to KW VOR, climb as instructed by ATC. (II-02/79)

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-2-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:

   $\frac{\text{UNL}}{\text{GND}}$
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:
1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:
(i) Extension of Airway W3;
(ii) Redesignation of Airway W3 and Airway W6; and
(iii) Establishment of unidirectional routings between
Singapore and Kuala Lumpur.
2. Extension of Airway W3:
2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:
2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.
2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460
3. Redesignation of Airway W6 and Airway W3:
3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).
4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:
4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643 S 572153 E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) - Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY E-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.

NETHERLANDS

HILVERSUM AIRPORT: The following runways have been established in lieu of "All Ways" (AW) landings--13-31 (750 x 50m), 05-23 (660 x 50m), and 18-36 (700 x 50m). The establishment of the runways is temporary and on a trial basis in order to fight possible noise disturbance for people living in the surroundings of the aerodrome. During this period the aerodrome will be available on prior permission only. (II-65/78)

AMSTERDAM FIR-ESTABLISHMENT OF VOR CHANGE-OVER POINTS (COPs): With reference to ICAO Annex 2 para 3.6.2.1.2 the following VOR change-over points for ATS routes will be established with effect from November 1, 1979, 0001 GMT.

a. the mid-point between two VORs or
b. the points on the VOR radial flown, where the direction of the route changes, except as provided for the following routes:

(U) A5	from Cambrai VORTAC to Spijkerboor VORTAC at ABEAM NICKY (ANI)
(U) R1N	from Clacton VOR/DME to Spijkerboor VORTAC at REDFIR NORTH (RFN)
(U) B1	from Pampus VOR/DME to Dortmund VORTAC at ABEAM REKKEN (ARK)

These VOR change-over points are established in order to optimize navigation accuracy along VOR defined ATS routes within the Amsterdam FIR. (Ref AIP RAC-3-3.) (II-67/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINCES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINCES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINCES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

PAKISTAN

KARACHI/LAHORE FIR - PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:
   a. Position, flight level and time at which the deviation from the route is expected to be made.
   b. Direction and distance upto which the aircraft is likely to deviate from the route.
   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.

KARACHI: During the recent past numerous flights from Delhi bound for Lahore/Chakala have flight planned to operate via over-head a place named Anupgarh in Delhi FIR and then direct to Multan in Lahore FIR. It is notified that no such route segment has been established in Pakistan airspace. All Pilots therefore should not flight plan operations on such a route segment. All flights to Lahore/Chaklala shall operate strictly on any of the following established ATS routes while operating in Pakistan air space:

1. Via R60 (i.e. 3047N 7412E-Lahore-3246N 7316E-Chaklala).

2. Via G52 (i.e. 2828N 7215E-Rahimyar Khah-Dahore-3246N 7316E-Chaklala).

All pilots are warned that aircraft entry from East at any point other than along the established ATS routes would be regarded as Pakistan airspace violation.

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi.

These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice.

PANAMA

SPECIAL NOTICE: Radar system in Perico Island. Due to the establishment of enroute radar air traffic control service, radar separation standards now apply within a 200 NM radius of Perico Island (coordinates 08°54'47"N, 079°31'29"W). The radar system will not have primary target or weather services available beyond 60 NM. Any aircraft desiring radar services beyond 60 NM must have an operating transponder. (II-54/78)

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: SUPERIOR LIMIT OF PANAMA TERMINAL CONTROL AREA (TMA)--Effective September 1, 1978, Superior Limit of the Panama Terminal Control Area (6000 ft. MSL) has been changed to 9000 ft. MSL. (II-52/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft below 10,000 ft. Mode A/3 Code 1200. VFR aircraft at and above 10,000 ft. Mode A/3 Code 1400. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

NEW NON-COMPULSORY REPORTING POINTS: Effective June 14, 1979, Non-Compulsory Reporting Points will be established as follows:

1) EKENA 13°41'N 078°10'W (Route UB 11).
2) TOLIN 13°20'N 079°20'W (Route UB 8).
3) ITANA 13°02'N 080°16'W (Route UG 4).
4) OPLOS 13°30'N 078°47'W (Route UB 10).

(II-21/79)

CHANGES ON NATIONALS ATS ROUTES: Effective September 18, 1979, Nationals ATS Routes have been changed as follow:

Route V 12:
1. Reporting Points GORDA and CHANGUINOLA eliminated.
2. Santa Cruz-Bocas del Toro Section:
   a) Distance: 148 NM
   b) MEA: 6000 ft. MSL
3. Bocas del Toro-Changuinola Section eliminated.

Route V 15:
1. Reporting Points REYNA and GARZON eliminated.
2. Blanco-Bocas del Toro Section:
   a) Distance: 31 NM
3. Sombrero-Bocas del Toro Section:
   a) MEA: 9000 ft. MSL

Route V 16:
1. Reporting Point DORA eliminated.
2. Arenosa-Bocas del Toro Section:
   a) Distance: 140 NM
   b) MEA: 7000 ft. MSL

Route V 17:
1. Reporting Points MANGO and LCBO eliminated.
2. Nance-Bocas del Toro Section:
   a) Distance: 38 NM
   b) MEA: 9600 ft. MSL

Route V 29:
1. Reporting Point TIGRE eliminated.
2. Masueto-Bocas del Toro Section:
   a) Distance: 110 NM
   b) MEA: 5000 ft. MSL.

(II-39/79)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

PORTUGAL

NAT REGION - "Fuel Conservation":

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region, on a trial basis:

a) On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.

EXAMPLE: "PA 101 5100N 30W 0436 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W".

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-126/79)

SANTA MARIA OCEANIC CONTROL AREA - OCEANIC CLEARANCE: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Areas boundary.

1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria radio on a HF enroute frequency

2. Pilots should maintain a SELCAL watch for receipt of the clearance and while in communication with Santa Maria radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating.

3. Requests for clearances should include the following information:

a) Call sign,
b) Present and requested flight level,
c) Coordinates of OCA entry point and an accurate estimate for this point; and
d) Any change to filed flight plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-132/79)

SANTA MARIA OCEANIC FIR - ACTION IN THE EVENT OF AN IN-FLIGHT DETERIORATION IN NAVIGATION CAPABILITY: The pilot of the aircraft must advise Santa Maria OACC and each successive ATS unit on initial contact of any in-flight deterioration in navigational capability. (II-133/79)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES: With effect from July 12, 1979, the en-route NAT HF family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization. (AIP Portugal COM 2-9 refers). (II-146/79)

SANTA MARIA OCEANIC FIR-PLN DATA:

1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT

organized tracks shall be specified in field type 13 of the flight plan;

2. For flights conducted along one of the organized tracks from the entry point into the NAT Flight Information Region to the exit point only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the flight plan.

3. Flights crossing the eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the flight plan. (II-147/79)

SANTA MARIA OCA: Pilots entering Santa Maria OCA from Dakar Oceanic FIR shall:

a. Comply with para. 4.4.1 ICAO SUPPS Doc. 7030 which states: "the last position report before passing from one FIR to an adjacent FIR shall also be made to the ATS unit serving the airspace about to be entered";

2. As hereby required, contact Santa Maria radio at least 30 minutes before to enter Santa Maria OCA reporting the estimated time and coordinates at the boundary with the FL, whichever is the earliest report, and,

3. As hereby required, maintain a continuous listening watch on the appropriate Santa Maria radio frequency, after the report required above, for possible amendment to the clearance received and related to the part of flight from Santa Maria OCA boundary to the destination airport.

Pilots are reminded that there is not any arrangement to receive these reports through any outside communication station and that the pilot-in-command has the responsibility for the transmission of these and subsequent position reports to Santa Maria Radio. As the clearances issued to those flights entering Santa Maria Oceanic from Dakar Oceanic are frequently not coordinated with Santa Maria OCA, pilots not complying with the above procedures are jeopardizing their flights and the other traffic flying in the Southern portion of the Santa Maria Oceanic FIR. (II-167/79)

ROUTES BETWEEN CARIBBEAN/SOUTH AMERICA (CAR/SAM) AND EUROPE: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, a 3-month trial of an organized traffic flow will be implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better AIC service and fuel economy.

A. ROUTE DEFINITION

1. For traffic to/from CAR/SAM and Northern Europe: R11 27N/50W 34N/40W 3927N/3110W (FLORES NDB) 45N/20W 47N/08W 4709N/0136W (NANTES VOR).

2. For traffic to/from CAR/SAM and the Iberian Peninsula: G61 27N/45W 29N/40W 33N/30W 36N/20W 37N/15W 3837N/0930W (BUG10), or R67 3927N/3110W (FLORES NDB) 41N/20W 41N/15W 4051N/0930W (DIRMA)

B. FLIGHT LEVEL UTILIZATION

1. Appropriate to the direction of flight.

C. FLIGHT PLANNING

1. Flights to/from or over the East Caribbean/Port-au-Prince and East area estimated to cross 30W during the periods - Northeastbound 0100 to 0800, or Southwestbound 1100 to 1800:

1.1 Should normally file the fixed routes.

1.2 Should when planning routes other than the fixed routes be prepared to be rerouted onto the fixed routes.

1.3 May file random flight plans at other the time periods specified above.

2. Flights to/from the Western Caribbean/West of Port-au-Prince area may normally file random routes, but during the time periods specified in C.1. above, if the filed random routes conflict with, approximates, or overflies a fixed route for a portion of the flight, they must prepare to be rerouted onto the fixed route for that portion of the flight.

3. The routing to/from 27N/45W (end point of G61) or 27N/50W (end point of R11) is random at all times.

4. For flights conducted along the fixed routes, the routes shall be defined in the flight plan by the appropriate route designator(s), e.g. R11, R67 or G61.

D. AIR TRAFFIC PROCEDURES FOR FIXED ROUTE OPERATIONS

1. 20 minutes minimum longitudinal separation shall be provided between aircraft operating on the fixed routes at the same flight level.

2. Northeastbound aircraft on R11 will be initially cleared to a southerly (with respect to NAT OTS) landfall (NANTES) to avoid strategic conflict with OTS traffic. They will be tactically (ATC action dependent upon the current traffic situation) recleared by Shanwick to Northern European destination when flight is at or about 45W.

3. Southwestbound aircraft from Northern Europe planning to operate on R11 will be cleared to join R11 at 45N/20W.

4. ATC centers involved shall take particular care to ensure that traffic crossing the fixed route structure is not penalized.

5. Abbreviated clearances shall not be issued by air traffic services when clearing an aircraft to follow one of the fixed routes. Full details of the cleared routes shall be specified in the clearance message. The pilot shall read back full details of the cleared route.

6. Aircraft operating on fixed route system shall report over the Lat/Long points specified in para 4 above.
(II-188/79)

ALTERNATIVE ROUTES BETWEEN CANARIAS ISLANDS AND SPAIN: Special alternative routes between Canarias Islands and Spain available only for traffic landing Spain.

1. Traffic departing Canarias destination airports in the Southern part of Spain may file flight plans routed via UA23 OLGAR LGS BEJ ROSAL SVL; before crossing OLGAR aircraft will request Lisboa Control clearance to proceed direct OLGAR VFA MONTE ONUBA 1 SVL. Such a clearance may be granted, pending on traffic situation at the time.
2. Traffic landing other Spanish airports may follow:
   a. UA23 LGS BEJ ELVAR CCS TLO;
   b. UA6 PST U818 MRT CCS TLD.

(II-190/79)

NAT REGION-"FUEL CONSERVATION"

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region on a trial basis:

   On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the Pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.

   EXAMPLE: PA101 5100N 30W 0346 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-67/80)

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MNPS AIRSPACE

For flights intending to operate within the North Atlantic MNPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MNPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES

The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA

1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES; In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.

1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;
2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;
3. Requests for clearances should include the following information:
   a. Call sign;
   b. Present and requested flight level;
   c. Coordinates of OCA entry point and an accurate estimate for this point, and;
   d. Any change to filed Flight Plan.
4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 - 07.00 and 12.00 - 15.30 GMT.
2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 - 05.00; 11.30 - 15.00 and 22.00 - 23.00 GMT.
3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 - 01.10 period between 03.00 - 05.00; 10.30 - 14.00 and 19.30 - 21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: B39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--B39--G43--G49--G49E. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SEYCHELLES INTL-DISINSECTION OF AIRCRAFT:

All arriving aircraft at Seychelles International are required to have been disinsected on blocks at the last point of departure. Proof that such action has been taken must be recorded on the General Declaration. Failure to do so will require the aircraft to disinsected prior to disembarkation of passengers. (II-5/79)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs.

Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SPEED CONTROL PROCEDURES FOR ARRIVALS INTO AIRPORTS IN SINGAPORE:

1. INTRODUCTION

1.1 The objective of speed control is to facilitate radar approach sequencing of arriving aircraft and thereby minimizing delays to aircraft.

1.2 With immediate effect the existing speed control procedures in the Singapore AIP will be replaced by those detailed in the following paragraphs.

2. SPEED CONTROL PROCEDURES

2.1 All arriving turbo-prop and turbo-jet aircraft, within their own operational constraints, are to fly at 250 kts during the intermediate approach phase when within 30NM radius of the aerodrome reference point of Singapore Airport and at or below 10,000 ft.

2.2 During radar vectoring aircraft will maintain a speed of 210 kt until at least 12 track miles from touchdown by which time aircraft should either be closing in or established on the ILS. Aircraft will then reduce speed progressively to within 160 - 180 kt until 4NM from touchdown.

2.3 All the speeds mentioned are IAS.

3. EXEMPTION FROM SPEED LIMITATION

3.1 Pilots who may not be able to comply with the speed limits specified above for reasons of flight safety and/or weather should inform ATC and state the speed(s) acceptable.

3.2 ATC may suspend speed control by using the phrase "NO ATC RESTRICTION ON SPEED: when traffic conditions permit. (II-13/79)

SOLOMON ISLANDS

AGA- SOLOMON ISLANDS - FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/1978)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RT 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP - East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

DUBAI: Until further notice AVGAS will only be available at Dubai Airport by prior arrangement with British Petroleum. (Bahrain II-039/79)

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

UNITED KINGDOM

LUTON: Until further notice supplies of aviation fuels AVGAS 100LL and AVTUR Jet A1 are restricted. Operators should consult their handling agent to ascertain the availability of fuel. (II-A690/79)

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:
1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18. (Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	B56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details). (Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY
(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAMBIA

SPECIAL NOTICE: PROHIBITED AREA P21--A new prohibited area has been designated P21, position 14'38"S 28'49"E and radius is five nautical miles centered on the above coordinates, danger height is from ground to FL 100. Pilots at or below FL 100 to route clear of the area and ATC must route aircraft away from P21. (II-A07/78)

SPECIAL NOTICE: LOCATION INDICATORS--Lilayi Aerodrome has been assigned a location indicator. The aerodrome is now FLLY and Luanshya now becomes FLLA. (II-A08/78)

SPECIAL NOTICE: NDB LY 235 KHz--An NDB has been installed at Lilayi Aerodrome on the extended centerline of Rwy 11. Position 15°30'S/28°15'E. The NDB code LY has replaced LS, the former south beacon. Radiating power is 80 watts. Comments on range from pilots is most welcome. (II-A10/78).

LUSAKA FIR NON-SCHEDULED FLIGHTS: The Zambian airspace is closed to all non-scheduled flights until further notice. For those operators wishing to operate into and overfly Zambia must apply to the Commander Zambia National Defence Force giving ten (10) days prior notice and approval must be received by the applicant before a flight is undertaken. Also a temporary air service permit must be obtained in addition from the Ministry of Transport and Power and Communications, P. O. Box RW 65, Lusaka, Zambia. Telex. MPIC ZA 41680. The application must include the following:

(A) Pilot's name
(B) Operator's name and address
(C) Type of aircraft and registration marks
(D) Route or area of operation
(E) Purpose of flight, dates, timings, etc.

All applications are directed to the Commander Zambia National Defence Force. (II-7/79)

LUSAKA FIR TRAFFIC ON DR 38 AND DA 10: With immediate effect the upper limit of DR 38 has been raised to FL 330 and DA 10 from FL 330 to unlimited. Operators are requested to note the change in the Lusaka FIR. Traffic on DR 38 eastbound must use levels from FL 330 and below, westbound must use flight levels from FL 310 and below. Traffic on DA 10 Nairobi to Jan Smuts must use flight levels from FL 350 and above and from Jan Smuts to Nairobi must use flight levels from FL 370 and above. (II-8/79)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

MEXICO

Aircraft entry into Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into the country:

Cancun
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Matamoros
Mexicali
Nogales
Nueva Laredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from any airport of entry.

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.) Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.
*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.7 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction cnly. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.
The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small acft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information is effective. This information amends the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 3, dated January, 1980.

A. MODIFICATIONS

SECTION I - NAR EASTBOUND ROUTES

(A) Common Portion (Eastbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA1	Winny	R56	Slatn
NA3	Nantucket	J62	Slatn

(B) Non-Common Portion (Eastbound)

No Changes.

SECTION II - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA2	Slatn	J97	Nantucket
NA4	Slatn	Direct	Hyannis

(B) Non-Common Portion (Westbound)

VIA BOSTON

Non-Common Portions from Boston

Boston	Norwich Saybrook 3 Arrival	Kennedy

VIA HERIN

Non-Common Portions from Herin

Herin	J174 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

SECTION II - NAR WESTBOUND ROUTES (Cont'd)

(B) Non-Common Portion (Westbound) (Cont'd)

VIA HYANNIS

Non-Common Portions from Hyannis

Hyannis	Hyannis Transition Suffolk 3 Arrival	Kennedy

VIA KENNEBUNK

Non-Common Portions from Kennebunk

Kennebunk	Kennebunk Transition Saybrook 3 Arrival	Kennedy

VIA NANTUCKET

Non-Common Portions from Nantucket

Nantucket	Nantucket 308 Radial J150 Hampton Suffolk 3 Arrival	Kennedy

VIA YARMOUTH

Non-Common Portions from Yarmouth

Yarmouth	HL585 J585 J150 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

B. ADDITIONS

No Changes

C. DELETIONS

No Changes

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

N.Y.

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should NOT be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centreline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet-- from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 October 1979 all aircraft operating within the FIR WIEN according to the Instrument Flight Rules shall carry on board at least one SSR

transponder meeting the Standards of ICAO Annex 10, Volume 1, Part 1, item 2.5.

2. The transponder shall have the following minimum capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.

4. If pilots select on Mode A either Code 7700, 7600 or 7500, this will be automatically indicated on the controller's display.

5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part 1, item 13.4.

6. Exemptions from the above mentioned items 1 or 2 have to be addressed well in advance before filing the flight plan either via telephone or via AFTN to the ATC Center Wien (ATCC WIEN or AFTN, LOWWZR), such exemptions will be granted in particular cases only.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and AIC 7/79. (II-A085/79)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:
1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR-UFN all flights routing airway Amber One between Dubai and Jiwani are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact Teheran on 133.4 MHz. Military aircraft transiting airway Amber One will be kept clear of traffic by military radar. (II-218/78)

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
   A. To Jeddah via B55W Golbi - Silno - Malaga - Raghba - G53 - Jeddah or A1 - Silno - G53W - Riyadh - G53 - Jeddah.
   B. From Jeddah B57 - Darb - Afif - Riyadh - G53E - Dhahran or Jeddah - B57 - Quasumah.
   C. Inbound FL 310 or above.
   D. Outbound via Gassim - B57 - Qaisumah FL 290 and below or via Riyadh - G53E - Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.
   A. To Jeddah via A60.
   B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina - A60.
   C. Inbound FL 310 to Jeddah.
   D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.
   A. To Jeddah. W22 - Medina - A60 - Jeddah.
   B. From Jeddah. Via Majed thence MAD 158R to Medina W22.
   C. Flight levels to be determined.

4. Traffic from/to Cairo Area.
   A. To Jeddah. Via Luxor - R39 - Jeddah.
   B. From Jeddah. A26 - Alwajh - W4 - Luxor.
   C. Inbound flight level unrestricted.
   D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.
   A. To Jeddah. Khartoum - G498 - Jeddah.
   B. From Jeddah. G49 - Khartoum.
   C. Flight levels to be determined.

6. Traffic from/to Kuwait.
   A. To Jeddah or Riyadh. Golbi - Magala - Raghba - G53 - Jeddah.
   B. From Jeddah. B57 - Quaisumah.
   C. Inbound to Jeddah / Riyadh FL 310 and above.
   D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.
   E. Inbound overflying Jeddah B54 - HIL - A60 FL 310 and above.

(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

AIRWAY B55 DIRECT TRACK BETWEEN BAHRAIN AND KUWAIT HAS BEEN WITHDRAWN: All flights between Bahrain and Kuwait to route via Airway B55E Reporting Point SELEG PSN 2800.0N 04923.5E. All flights between Dhahran and Failaka to route via Airway B55W Reporting Point Golbi PSN 2750.0N 04859.3E. Direct tracks Bahrain/Kuwait and Dhahran/Failaka may be approved subject to prior coordination between units concerned

but are not to be flight planned. (II-151-79)

BAHRAIN FIR: The following new airways will be introduced within Bahrain FIR WEF 0001 GMT on 27 December 1979:

BLUE FIFTY NINE (B59): From Kuwait KW VOR via SELEG (28°01.5'N 49°22.'E) to Bahrain, BAH VOR.

RED SIXTY FIVE (R65): From Kuwait KW VOR via GOLBI (27°50.0'N 48°59.5'E) to Dhahran DHA VOR.

Accordingly the designators of the following existing airways will change WEF 0001 GMT on 27 December 1979:

BLUE FIFTY FIVE (B55): Between Kuwait KW VOR and SELEG re-designated BLUE FIFTY NINE (B59). Between SELEG and Bahrain BAH VOR re-designated BLUE FIFTY FIVE/BLUE FIFTY NINE (B55/B59).

BLUE FIFTY FIVE EAST (B55E): Between Failaka FI NDB and SELEG re-designated BLUE FIFTY FIVE (B55).

RED FIFTY EIGHT (R58): Between Kuwait KW VOR and GOLBI re-designated RED SIXTY FIVE (R65). Between GOLBI and Dhahran DHA VOR re-designated RED FIFTY EIGHT/RED SIXTY FIVE (R58/R65).

RED FIFTY EIGHT EAST (R58E): Between Failaka FI NDB and GOLBI re-designated RED FIFTY EIGHT (R58). (II-217/79)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:
Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") - Monda (N25°21'00", E86°26'00") - Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A035-036/79)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight - procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. - to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. - to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

AVIATION NOTICE (JAN. 1, 1980)-USE OF PHONETIC ALPHABET IN AIR/GROUND COMMUNICATIONS:

Air traffic controllers and flight service specialists in Transport Canada have been directed to begin a changeover to the use of full phonetics when transmitting aircraft identifications on air/ground communication frequencies. This practice was introduced to reduce the number of errors and misunderstandings which had been occurring when using letters only. Several studies on the subject had shown that the frequency of errors, because of similar sounding letters, had reached an unacceptable level. Pilots were advised of this change in procedures in June 1979 via NOTAM 7/79.

It is considered essential by Transport Canada that procedures in air/ground communications be standardized as practiced by pilots, controllers and flight service specialists in order to eliminate as much as possible confusion and errors. Therefore, pilots are expected to use the identification procedures outlined in NOTAM 7/79 (full use of phonetics) when using the aircraft registration as the identification. On initial contact pilots shall use the last four letters of the registration and, in following communication, if the ground station abbreviates to three or two letters, the pilot may use the same abbreviation, again always using phonetics.

NOTAM 7/79 (CALL SIGNS-CIVIL AIRCRAFT)-(Superseding the section under this title on page 8 of NOTAM 1/79, page 6-2 of FIM 1979/80, and item 1104 of the Flight Planning and Procedures Document (GPH 204), issue No. 17.):

In the interest of preventing misunderstandings and misidentification of aircraft, procedures for radio identification of aircraft and the use of phonetics in Canada have been changed.

Pilots are urged to become thoroughly familiar with these procedures and, by careful compliance, help promote safer and more effective communications.

The revised procedures are as follows:

In radio communication, alphabetical letters appearing in aircraft call-signs shall be expressed in phonetics at all times.

After communication has been established, and when no likelihood of confusion exists, the word "heavy" may be omitted and call-signs may be abbreviated as explained below. The term "subsequent communications" is used to indicate these circumstances.

A "heavy" is an aircraft capable of a take-off weight of 300,000 lbs or more.

Canadian Air Carriers-Initial contact: The operator's name or assigned designation, followed by:
1. a) the flight number, or b) the last three characters of the registration, and
2. the word "heavy" if applicable.

EXAMPLE: Air Canada 149 Heavy (spoken: Air Canada 149 Heavy).

Subsequent communications: No abbreviations permitted except "heavy" may be omitted.

EXAMPLE: Air Canada 149.

Foreign Air Carriers-Initial contact: The operator's name or assigned designation followed by:
1. a) the flight number, or b) the full aircraft registration, and
2. the word "heavy" if applicable.

EXAMPLE: Speedbird G-ABCD Heavy (spoken: Speedbird Golf-Alpha-Bravo-Charlie-Delta-Heavy).

Subsequent communications: Where the aircraft registration is used, it may be abbreviated to the last two or more characters.

EXAMPLE: Speedbird CD (spoken: Speedbird Charlie-Delta).

Canadian Private Aircraft-Initial contact: The manufacturer's name or the type of aircraft, followed by the last four letters of the registration.

EXAMPLE: Cessna 182-GADT (spoken: Cessna 182 Golf-Alpha-Delta-Tango). Aztec-FADT (spoken: Aztec Foxtrot-Alpha-Delta-Tango.

Subsequent communications: May be abbreviated to the last two letters of registration, if this abbreviation is initiated by ATC or FSS.

EXAMPLE: Cessna 182-GADT becomes "DT" (spoken: Delta-Tango). Aztec-FADT becomes "DT" (spoken: Delta-Tango).

Foreign Private Aircraft-Initial contact: The manufacturer's name or the type of aircraft, followed by the full aircraft registration.

EXAMPLE: Aztec-N6920K (spoken: Aztec-November 6920 Kilo).

Subsequent communication: May be abbreviated to the first character and the last two characters of the registration, with the manufacturer's name or type of aircraft optional.

EXAMPLE: Aztec-N6920K becomes NOK (spoken: November Zero Kilo).

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

With immediate effect all providers of aviation fuel for transient aircraft will deliver 100L (low lead) octane fuel instead of 80/87 octane. (II-A78/79)

SANTIAGO FLIGHT INFORMATION REGION OVERFLIGHT RESTRICTION: WIE it reiterates to all general aviation aircrafts and public transport the restriction to overflight Santiago City except those aircraft must land or take off. (II-A92/79)

CROSSING CHILE/ARGENTINA BOUNDARY: WIE the crossing of the Chile/Argentina boundary of all commercial aircrafts in regular or non-regular flight must be done under IFR FPL and by controlled airspaces. (II-A93/79)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:
1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PEKING/CAPITAL AIRPORT: Runway surface conditions: Operational tests indicate that the surface of the runway 18R/36L at Peking/Capital Airport lacks desired roughness. Pilots are, therefore, reminded that particular care must be exercised during take-off and landing under rainy, snowy or icing weather conditions. (II-12/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;
   (10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.
   Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.
3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.
4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

BOGOTA-EXTENSION OF ROUTE W-26 AND ESTABLISHMENT OF ROUTE G-4B:

A. Effective 21 February 1980, ATS Route W-26 will be extended from Quibdo NDB (ident UIB, freq 250 kHz, located at 05°42'N/076°38'W) to Bahia Solano NDB (ident BHS, freq 240 kHz, located at 06°11'N/077°24'W) distance 54 nm, FL60, heading UIB/BHS 303°.

B. Effective 21 February 1980, a new ATS Route designated G-4B will be established from the Barranquilla FIR at the URIBI intersection located at 11°16'N/072°10'W, extending to Riohacha NDB (ident RHC, freq 295 kHz, located at 11°31'N/072°55'W) distance 46 nm, heading URIBI intersection to RHC NDB 302°.

(II-17/80)

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

CIBAO AP.-OPENING TO INTERNATIONAL AIR TRAFFIC: With effect July 1, 1979, has been authorized for international air traffic passengers, cargo and mail operations, the CIBAO AP, located in Santiago city, Dominican Republic. The characteristics of utilization are the following:
Coordinates: 19°28'N/70°42'W; Elevation: 125M; Operating hours: HJ; Administrative authority: Administracion del Aeropuerto Intl. CIBAO; Postal address: Aeropuerto Intl. CIBAO, Santiago, Dominican Republic; Fuel: 100/130; Customs and immigration services: available; Navigation aids: NDB 255 KHz (test basis), Loc 19°28'N/70°44'W, ID STO; Radio communication: VHF - 118.3 MHz. Runway--Designation: 12/30; Dimensions: 1585M x 48M; Surface: Asphalt; Strength: 22,000 lb. SIWL; Strip: Inadequates; Runway Lighting: Edge, Threshold; Marking Aids: Runway Designators, Runway Centerline, Threshold; Visual Ground Aids: Wind Direction Indicator, Aerodrome Beacon; Area Obstruction: Hill to the E and ESE.
No other data available. (II-06/79)

AIRPORTS OF DE LAS AMERICAS, LA ROMANA OR CIBAO: The only requirement for private aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana or Cibao, is sending the corresponding flight plan. The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana, or Cibao, must obtain permission with at least 72 working hours in advance, via cable from DIRAVIC, Santo Domingo, Dominican Republic. (II-07/79)

DE LAS AMERICAS INTL AP.-NEW RADIO ADI IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new measuring equipment DME, associated with CDO VOR 114.7 MHz, with the following characteristics:

Location : 18°25'59'/69°40'02'W
Idenfification VOR/DME: CDO
Channel DME : 94X
Coverage VOR/DME: 200 NM
Hours Operation: H24
(II-09/79)

PUERTO PLATA-SHUTDOWN OF OLD VOR PTA 115.1 MHz: With effect August 17, 1979, the old VOR PTA 115.1 MHz, located 19°43'46"n/70°38'35"W, has been shutdown. (II-10/79)

PUERTO PLATA AP.-NEW RADIO AID IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new omnidirectional radio beacon and distance measuring equipment VOR/DME at the new airport in construction IA UNION Puerto Plata, with the following characteristics:

Location: 19°45'30.41"N/70°34'17.66"W
Identification VOR/DME: PTA
Frequency VOR: 115.1 MHz
Channel DME: 98X
Coverage VOR/DME: 200 NM
Hours Operation: H24
Usable for enroute navigation and APCH.
DME unusuable from 115° to 290° below 8,000 ft. beyond 35 NM. (II-11/79)

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:
COORDINATES - 16°00'00"N 70°44'31"W
DESIGNATOR - VESKA
COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-12/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)

Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 - Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-21/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASLA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

FINLAND

NOTIFICATION OF LIGHTS WITHIN ADIZ: Ref. AIP, RAC 1-1-5, para 1.2.1.2.2. For non-scheduled flights departing from Finnish territory intended to be operated in the Air Defence Identification Zone (ADIZ), the estimated time of entry and/or the estimated time of leaving the ADIZ shall be inserted in item 18 of the flight plan form. For flights operated within the ADIZ the abbreviation "ADIZ" without time definition shall be inserted.

Examples: RMK/ADIZ 1815/2000
RMK/ADIZ 1815
RMK/ADIZ
(II-28/79)

COM FAILURE PROCEDURES FOR FLIGHTS BOUND FOR USSR:
1. Introduction
1.1 Because the regulations applied by the USSR to flights enroute to aerodromes in their territory do not yet conform to the applicable worldwide radio communication failure provisions of ICAO, the following temporary relief measures have been developed:
2. Applicable Procedures
2.1 In case of radio communication failure before having obtained an authorization to enter the USSR airspace, pilots of aircraft operating on flights to destinations located within the USSR shall, if at all possible, apply the first alternative specified in the worldwide ICAO provisions, i.e., if in VMC, continue to fly in these conditions, land at the nearest suitable aerodrome outside the USSR territory and report the arrival by the most expeditious means to the appropriate air traffic services unit.
2.2 If this is not possible, the following specific provisions apply:
a) Aircraft in level flight bound for the USSR via Helsinki VOR and thence on ATS route R1/UR1 and experiencing radio communication failure before having obtained an authorization to enter the USSR airspace shall continue their flight maintaining their last assigned flight level up to DME fix BRAVO (RL 118° HEL, DME 25 NM).
b) Upon reaching BRAVO such aircraft shall:
i) enter the published holding pattern;
ii) descend in the holding pattern to a level situated half of the applicable vertical separation below that previously occupied (i.e. 300 m (1000 ft) if above FL 290 and 150 m (500 ft) if at or below FL 290);
iii) remain for 10 minutes at that level and in that holding pattern;
iv) thereafter commence descent for approach and landing to a suitable runway at Helsinki-Vantaa aerodrome.
2.3 Aircraft experiencing radio communication failure after having obtained an authorization to enter the USSR airspace, can continue their flight into the USSR.
Note. - The above mentioned authorization shall normally be obtained at least 10 minutes prior to crossing the Tampere/Leningrad FIR boundary and prior to take-off when departing from Helsinki-Vantaa aerodrome. (II-62/79)

CHANGES TO AVAILABILITY OF INTERNATIONAL AIRPORTS (REF. AIP, AGA 1-1):
Helsinki/Malmi International Airport closed to non-scheduled commercial aircraft.

Kruunupi Airport opened to international flights. Customs available on 1 hour prior notice Monday through Friday, from 0600-1415 GMT. Other hours--2 hours prior notice.

Rovaniemi Airport opened to international flights. Customs available 24 hours on 1-1/2 hours prior notice.

Tampere-Pirkkala International Airport customs available Monday through Friday 0500-1300, 16-2400 GMT, Saturday 0500-1300 GMT, Sunday 1600-2400 GMT. Customs

availability at other time require 1-1/2 hours prior notice. (II-63/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
- aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
- aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
- date of flight
- aircraft identification (Item 7)
type of aircraft (Item 9)
- aerodrome of departure and estimated time of departure (Item 13)
- route (Item 15)
- aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flignts, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444-RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444-RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within

Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

ATHINAI VOLMET--CHANGE OF FREQUENCY: On the AIRAC date of 4 October 1979 and at 1000 GMT the Athinai VOLMET frequency of 135.6 MHz will be changed to 127.8 MHz. AIP Greece Vol. 1 COM 2-8 and MET 3-1 should be annotated accordingly. (II-27/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the

Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

      i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

      ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

   c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

      i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

      ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

      iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

   d. Flights operating predominantly in North-South direction:

      i) For flights whose flight path are predominantly oriented in a North-South direction, the planne track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an EastWest direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

GREENLAND. NARSSARSSUAQ. FUEL GRADES: From approximately 1 Sept. 1979 Narssarssuaq Aerodrome will no longer supply aircraft with fuel grades 115/145. From the same date fuel grade 100 LL will be available. Ref. AIP Greenland and Faroe Island, page AGA 2-BGBW-1. (II-8/79)

GODTHAB/NUUK, GREENLAND: Aerodrome available for international traffic. VFR only. Twelve hours prior notice required. (AIP AMD 42)

GUYANA

TIMEHRI INTL ARPT--Timehri Cuter Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light	
	2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 - 0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

ATS ROUTE-G86: Reference AIP - HONG KONG page RAC 3-6. With effect from 29th November 1979, ATS Route G86 will become one-way route available to eastbound traffic only. (II-A05/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:
1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E - 2210N 11450E - Hong Kong withdrawn from service.

2. Route description. i) Southbound route - Guangzhou - Shilong ("LQ" NDB) - 2232N 11406E (ROMEO) - "HKG" NDB - Hong Kong. Transfer-of-control is at ROMEO. ii) Northbound route - Hong Kong - "CH" VOR - 2221.5N 11352E (TANGO) - 2224.5N 11348E (Neilingding Dao) - Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TANGO. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A17/79)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.

NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green - 62 and to provide for a two one way routing system east of Jakarta, the following redesignation of ATS route Green - 62 and establishment of ATS route Green - 61 will be effected.

2. The route segment Jakarta - Madin (06.08 S/110.23E) - Surabaya previously identified as Green - 62 to be redesignated as Green - 61 with the following specifications:

AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) - Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) - SBY VOR (07.21 S/112.46.50 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as Green - 62 with the following specifications:

AA. Reporting points DPS VOR (08.48.40S/115.09.25E) - Sby vor (07.21.20S/112.46.50 E) - OC NDB - "CA" NDB (06.43S/108.34 E) - HLM VOR (06.24,2S/106.53.08,8 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used westbound Traffic from Denpasar to Halim VOR. (II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centre line of the airways while within the Iraqi territories, acft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against acft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scalloping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar

Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.

(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."

(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.

(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.

(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIRAC A315/76 dated 20 December and AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.

2. On trial basis it is in force the following:

a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;
b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:
a. until crossing FL100 departing from aerodromes located within Milano TMA;
b. until crossing 6000 ft. departing from aerodromes located within Roma TMA. (II-116/79)

JAMAICA

SPECIAL NOTICE--Kingston radio remains dcmsnd, however, air/ground freq 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/1978)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit - 4500 feet AMSL

Controlling Authority - Kingston Area Control Center

Transition level - FL 50

Transition altitude - 4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace - Instrument Restricted).
b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace - Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.
2. Effective Daily Time Frame.
   Within Tokyo FIR: 1200Z-1700Z
   Within Honolulu FIR: 1300Z-2100Z
3. Usable Flight Levels. All IFR flight levels at or above FL290.
4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.
5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.
6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.
9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.
10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:

Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.

Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:

(a) On Airway B39 - 10 minutes from Nairobi UTA.

(b) On ADR DA10 - 10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-2-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N
   13°23'E--32°50'N 16°00'E--
   31°31'20"N 16°00'E--31°55'N
   14°07'E--32°43'N 13°36'E--32°45'N
   13°32'E--32°50'N 13°11'E 32°55'N
   13°10'E--32°55'N 13°10'E--33°02'N
   13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:

   $$\frac{\text{UNL}}{\text{GND}}$$
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPCRE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643 S 572153 E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:
Identification Sector: White-17-(W-17)
Bharatpur (BHP) - Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY E-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.

NETHERLANDS

HILVERSUM AIRPORT: The following runways have been established in lieu of "All Ways" (AW) landings--13-31 (750 x 50m), 05-23 (660 x 50m), and 18-36 (700 x 50m). The establishment of the runways is temporary and on a trial basis in order to fight possible noise disturbance for people living in the surroundings of the aerodrome. During this period the aerodrome will be available on prior permission only. (II-65/78)

AMSTERDAM FIR-ESTABLISHMENT OF VOR CHANGE-OVER POINTS (COPs): With reference to ICAO Annex 2 para 3.6.2.1.2 the following VOR change-over points for ATS routes will be established with effect from November 1, 1979, 0001 GMT.

a. the mid-point between two VORs or
b. the points on the VOR radial flown, where the direction of the route changes, except as provided for the following routes:

(U)A5	from Cambrai VORTAC to Spijkerboor VORTAC at ABEAM NICKY (ANI)
(U)R1N	from Clacton VOR/DME to Spijkerboor VORTAC at REDFIR NORTH (RFN)
(U)B1	from Pampus VOR/DME to Dortmund VORTAC at ABEAM REKKEN (ARK)

These VOR change-over points are established in order to optimize navigation accuracy along VOR defined ATS routes within the Amsterdam FIR. (Ref AIP RAC-3-3.) (II-67/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

PAKISTAN

KARACHI/LAHORE FIR - PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:
   a. Position, flight level and time at which the deviation from the route is expected to be made.
   b. Direction and distance upto which the aircraft is likely to deviate from the route.
   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.

KARACHI: During the recent past numerous flights from Delhi bound for Lahore/Chakala have flight planned to operate via over-head a place named Anupgarh in Delhi FIR and then direct to Multan in Lahore FIR. It is notified that no such route segment has been established in Pakistan airspace. All Pilots therefore should not flight plan operations on such a route segment. All flights to Lahore/Chaklala shall operate strictly on any of the following established ATS routes while operating in Pakistan air space:

1. Via R60 (i.e. 3047N 7412E-Lahore-3246N 7316E-Chaklala).

2. Via G52 (i.e. 2828N 7215E-Rahimyar Khah-Dahore-3246N 7316E-Chaklala).

All pilots are warned that aircraft entry from East at any point other than along the established ATS routes would be regarded as Pakistan airspace violation.

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice.

PANAMA

SPECIAL NOTICE: Radar system in Perico Island. Due to the establishment of enroute radar air traffic control service, radar separation standards now apply within a 200 NM radius of Perico Island (coordinates 08°54'47"N, 079°31'29"W). The radar system will not have primary target or weather services available beyond 60 NM. Any aircraft desiring radar services beyond 60 NM must have an operating transponder. (II-54/78)

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: SUPERIOR LIMIT OF PANAMA TERMINAL CONTROL AREA (TMA)--Effective September 1, 1978, Superior Limit of the Panama Terminal Control Area (6000 ft. MSL) has been changed to 9000 ft. MSL. (II-52/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft below 10,000 ft. Mode A/3 Code 1200. VFR aircraft at and above 10,000 ft. Mode A/3 Code 1400. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

NEW NON-COMPULSORY REPORTING POINTS: Effective June 14, 1979, Non-Compulsory Reporting Points will be established as follows:

1) EKENA 13°41'N 078°10'W (Route UB 11).
2) TOLIN 13°20'N 079°20'W (Route UB 8).
3) ITANA 13°02'N 080°16'W (Route UG 4).
4) OPLOS 13°30'N 078°47'W (Route UB 10).

(II-21/79)

CHANGES ON NATIONALS ATS ROUTES: Effective September 18, 1979, Nationals ATS Routes have been changed as follow:

Route V 12:
1. Reporting Points GORDA and CHANGUINOLA eliminated.
2. Santa Cruz-Bocas del Toro Section:
   a) Distance: 148 NM
   b) MEA: 6000 ft. MSL
3. Bocas del Toro-Changuinola Section eliminated.

Route V 15:
1. Reporting Points REYNA and GARZON eliminated.
2. Blanco-Bocas del Toro Section:

   a) Distance: 31 NM
3. Sombrero-Bocas del Toro Section:
   a) MEA: 9000 ft. MSL

Route V 16:
1. Reporting Point DORA eliminated.
2. Arenosa-Bocas del Toro Section:
   a) Distance: 140 NM
   b) MEA: 7000 ft. MSL

Route V 17:
1. Reporting Points MANGO and LOBO eliminated.
2. Nance-Bocas del Toro Section:
   a) Distance: 38 NM
   b) MEA: 9600 ft. MSL

Route V 29:
1. Reporting Point TIGRE eliminated.
2. Masueto-Bocas del Toro Section:
   a) Distance: 110 NM
   b) MEA: 5000 ft. MSL.

(II-39/79)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

PORTUGAL

NAT REGION - "Fuel Conservation":

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region, on a trial basis:

a) On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.

EXAMPLE: "PA 101 5100N 30W 0436 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W".

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-126/79)

SANTA MARIA OCEANIC CONTROL AREA - OCEANIC CLEARANCE: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Areas boundary.

1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria radio on a HF enroute frequency

2. Pilots should maintain a SELCAL watch for receipt of the clearance and while in communication with Santa Maria radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating.

3. Requests for clearances should include the following information:

   a) Call sign,
   b) Present and requested flight level,
   c) Coordinates of OCA entry point and an accurate estimate for this point; and

d) Any change to filed flight plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-132/79)

SANTA MARIA OCEANIC FIR - ACTION IN THE EVENT OF AN IN-FLIGHT DETERIORATION IN NAVIGATION CAPABILITY: The pilot of the aircraft must advise Santa Maria OACC and each successive ATS unit on initial contact of any in-flight deterioration in navigational capability. (II-133/79)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES: With effect from July 12, 1979, the en-route NAT HF family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization. (AIP Portugal COM 2-9 refers). (II-146/79)

SANTA MARIA OCEANIC FIR-PLN DATA:

1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT organized tracks shall be specified in field type 13 of the flight plan;
2. For flights conducted along one of the organized tracks from the entry point into the NAT Flight Information Region to the exit point only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the flight plan.
3. Flights crossing the eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the flight plan. (II-147/79)

SANTA MARIA OCA: Pilots entering Santa Maria OCA from Dakar Oceanic FIR shall:

a. Comply with para. 4.4.1 ICAO SUPPS Doc. 7030 which states: "the last position report before passing from one FIR to an adjacent FIR shall also be made to the ATS unit serving the airspace about to be entered";

2. As hereby required, contact Santa Maria radio at least 30 minutes before to enter Santa Maria OCA reporting the estimated time and coordinates at the boundary with the FL, whichever is the earliest report, and,

3. As hereby required, maintain a continuous listening watch on the appropriate Santa Maria radio frequency, after the report required above, for possible amendment to the clearance received and related to the part of flight from Santa Maria OCA boundary to the destination airport.

Pilots are reminded that there is not any arrangement to receive these reports through any outside communication station and that the pilot-in-command has the responsibility for the transmission of these and subsequent position reports to Santa Maria Radio. As the clearances issued to those flights entering Santa Maria Oceanic from Dakar Oceanic are frequently not coordinated with Santa Maria OCA, pilots not complying with the above procedures are jeopardizing their flights and the other traffic flying in the Southern portion of the Santa Maria Oceanic FIR. (II-167/79)

ROUTES BETWEEN CARIBBEAN/SOUTH AMERICA (CAR/SAM) AND EUROPE: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, a 3-month trial of an organized traffic flow will be implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better AIC service and fuel economy.

A. ROUTE DEFINITION

1. For traffic to/from CAR/SAM and Northern Europe: R11 27N/50W 34N/40W 3927N/3110W (FLORES NDB) 45N/20W 47N/08W 4709N/0136W (NANTES VOR).

2. For traffic to/from CAR/SAM and the Iberian Peninsula: G61 27N/45W 29N/40W 33N/30W 36N/20W 37N/15W 3837N/0930W (BUG10), or R67 3927N/3110W (FLORES NDB) 41N/20W 41N/15W 4051N/0930W (DIRMA)

B. FLIGHT LEVEL UTILIZATION

1. Appropriate to the direction of flight.

C. FLIGHT PLANNING

1. Flights to/from or over the East Caribbean/Port-au-Prince and East area estimated to cross 30W during the periods - Northeastbound 0100 to 0800, or Southwestbound 1100 to 1800:

1.1 Should normally file the fixed routes.

1.2 Should when planning routes other than the fixed routes be prepared to be rerouted onto the fixed routes.

1.3 Way file random flight plans at other the time periods specified above.

2. Flights to/from the Western Caribbean/West of Port-au-Prince area may normally file random routes, but during the time periods specified in C.1. above, if the filed random routes conflict with, approximates, or overflies a fixed route for a portion of the flight, they must prepare to be rerouted onto the fixed route for that portion of the flight.

3. The routing to/from 27N/45W (end point of G61) or 27N/50W (end point of R11) is random at all times.

4. For flights conducted along the fixed routes, the routes shall be defined in the flight plan by the appropriate route designator(s), e.g. R11, R67 or G61.

D. AIR TRAFFIC PROCEDURES FOR FIXED ROUTE OPERATIONS

1. 20 minutes minimum longitudinal separation shall be provided between aircraft operating on the fixed routes at the same flight level.

2. Northeastbound aircraft on R11 will be initially cleared to a southerly (with respect to NAT OTS) landfall (NANTES) to avoid strategic conflict with OTS traffic.

They will be tactically (ATC action dependent upon the current traffic situation) recleared by Shanwick to Northern European destination when flight is at or about 45W.

3. Southwestbound aircraft from Northern Europe planning to operate on R11 will be cleared to join R11 at 45N/20W.

4. ATC centers involved shall take particular care to ensure that traffic crossing the fixed route structure is not penalized.

5. Abbreviated clearances shall not be issued by air traffic services when clearing an aircraft to follow one of the fixed routes. Full details of the cleared routes shall be specified in the clearance message. The pilot shall read back full details of the cleared route.

6. Aircraft operating on fixed route system shall report over the Lat/Long points specified in para 4 above.
(II-188/79)

ALTERNATIVE ROUTES BETWEEN CANARIAS ISLANDS AND SPAIN: Special alternative routes between Canarias Islands and Spain available only for traffic landing Spain.

1. Traffic departing Canarias destination airports in the Southern part of Spain may file flight plans routed via UA23 OLGAR LGS BEJ ROSAL SVL; before crossing OLGAR aircraft will request Lisboa Control clearance to proceed direct CLGAR VFA MONTE ONUBA 1 SVL. Such a clearance may be granted, pending on traffic situation at the time.

2. Traffic landing other Spanish airports may follow:
  a. UA23 LGS BEJ ELVAR CCS TLO;
  b. UA6 PST U818 MRT CCS TLD.
(II-190/79)

NAT REGION-"FUEL CONSERVATION"

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region on a trial basis:

> On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the Pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.

EXAMPLE: PA101 5100N 30W 0346 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-67/80)

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE

For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES

The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA

1. Extimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;

2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;

3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES; In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.

1. Pilots should request oceanic clearances zt least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;

2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;

3. Requests for clearances should include the following information:
a. Call sign;
b. Present and requested flight level;
c. Coordinates of OCA entry point and an accurate estimate for this point, and;
d. Any change to filed Flight Plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 - 07.00 and 12.00 - 15.30 GMT.
2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 - 05.00; 11.30 - 15.00 and 22.00 - 23.00 GMT.
3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 - 01.10 period between 03.00 - 05.00; 10.30 - 14.00 and 19.30 - 21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR

clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SEYCHELLES INTL-DISINSECTION OF AIRCRAFT:

All arriving aircraft at Seychelles International are required to have been disinsected on blocks at the last point of departure. Proof that such action has been taken must be recorded on the General Declaration. Failure to do so will require the aircraft to disinsected prior to disembarkation of passengers. (II-5/79)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SPEED CONTROL PROCEDURES FOR ARRIVALS INTO AIRPORTS IN SINGAPORE:

1. INTRODUCTION

1.1 The objective of speed control is to facilitate radar approach sequencing of arriving aircraft and thereby minimizing delays to aircraft.

1.2 With immediate effect the existing speed control procedures in the Singapore AIP will be replaced by those detailed in the following paragraphs.

2. SPEED CONTROL PROCEDURES

2.1 All arriving turbo-prop and turbo-jet aircraft, within their own operational constraints, are to fly at 250 kts during the intermediate approach phase when within 30NM radius of the aerodrome reference point of Singapore Airport and at or below 10,000 ft.

2.2 During radar vectoring aircraft will maintain a speed of 210 kt until at least 12 track miles from touchdown by which time aircraft should either be closing in or established on the ILS. Aircraft will then reduce speed progressively to within 160 - 180 kt until 4NM from touchdown.

2.3 All the speeds mentioned are IAS.

3. EXEMPTION FROM SPEED LIMITATION

3.1 Pilots who may not be able to comply with the speed limits specified above for reasons of flight safety and/or weather should inform ATC and state the speed(s) acceptable.

3.2 ATC may suspend speed control by using the phrase "NO ATC RESTRICTION ON SPEED: when traffic conditions permit. (II-13/79)

SOLOMON ISLANDS

AGA- SOLOMON ISLANDS - FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/1978)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP - East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

DUBAI: Until further notice AVGAS will only be available at Dubai Airport by prior arrangement with British Petroleum. (Bahrain II-039/79)

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

UNITED KINGDOM

LUTON: Until further notice supplies of aviation fuels AVGAS 100LL and AVTUR Jet A1 are restricted. Operators should consult their handling agent to ascertain the availability of fuel. (II-A690/79)

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:
1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18. (Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details). (Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAMBIA

SPECIAL NOTICE: PROHIBITED AREA P21--A new prohibited area has been designated P21, position 14'38"S 28'49"E and radius is five nautical miles centered on the above coordinates, danger height is from ground to FL 100. Pilots at or below FL 100 to route clear of the area and ATC must route aircraft away from P21. (II-A07/78)

SPECIAL NOTICE: LOCATION INDICATORS--Lilayi Aerodrome has been assigned a location indicator. The aerodrome is now FLLY and Luanshya now becomes FLLA. (II-A08/78)

SPECIAL NOTICE: NDB LY 235 KHz--An NDB has been installed at Lilayi Aerodrome on the extended centerline of Rwy 11. Position 15°30'S/28°15'E. The NDB code LY has replaced LS, the former south beacon. Radiating power is 80 watts. Comments on range from pilots is most welcome. (II-A10/78).

LUSAKA FIR NON-SCHEDULED FLIGHTS: The Zambian airspace is closed to all non-scheduled flights until further notice. For those operators wishing to operate into and overfly Zambia must apply to the Commander Zambia National Defence Force giving ten (10) days prior notice and approval must be received by the applicant before a flight is undertaken. Also a temporary air service permit must be obtained in addition from the Ministry of Transport and Power and Communications, P. O. Box RW 65, Lusaka, Zambia. Telex. MPIC ZA 41680. The application must include the following:

(A) Pilot's name
(B) Operator's name and address
(C) Type of aircraft and registration marks
(D) Route or area of operation
(E) Purpose of flight, dates, timings, etc.

All applications are directed to the Commander Zambia National Defence Force. (II-7/79)

LUSAKA FIR TRAFFIC ON DR 38 AND DA 10: With immediate effect the upper limit of DR 38 has been raised to FL 330 and DA 10 from FL 330 to unlimited. Operators are requested to note the change in the Lusaka FIR. Traffic on DR 38 eastbound must use levels from FL 330 and below, westbound must use flight levels from FL 310 and below. Traffic on DA 10 Nairobi to Jan Smuts must use flight levels from FL 350 and above and from Jan Smuts to Nairobi must use flight levels from FL 370 and above. (II-8/79)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

Cancun
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Matamoros
Mexicali
Nogales
Nueva Laredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from any airport of entry.

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DCS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAC Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.) Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Cceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:
    a. Track and ground speed checks.
    b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.
    c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.
    d. Position of heavy cloud in relation to the aircraft.
2. The procedure to be followed for the use of this service is as follows:
    a. Use the following VHF radio frequencies for contacting radar station:
        (1) 126.2 King Salmon and Fort Yukon, Alaska areas only.
        (2) 126.2 Northern DEW stations.
        (3) 133.2 for Icelandic military ADIZ.
        (4) 122.2 for other areas.
    b. Call "Radar Assistance."
    c. The subsequent call sign of the ground station will be the call sign given by the ground station.
    d. After communication has been established with ground radar station, request the service desired.
    e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.
    f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.
    g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.

*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.7 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.
The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small acft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information is effective. This information amends the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 3, dated January, 1980.

A. MODIFICATIONS

SECTION I - NAR EASTBOUND ROUTES

(A) Common Portion (Eastbound)

NAR Designator	Inland Navigation Facility	Route Description	Coastal Fix
NA1	Winny	R56	Slatn
NA3	Nantucket	J62	Poggo

(B) Non-Common Portion (Eastbound)

No Changes.

SECTION II - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA2	Slatn	J97	Nantucket
NA4	Poggo	Direct	Hyannis

(B) Non-Common Portion (Westbound)

VIA BOSTON

Non-Common Portions from Boston

Boston	Norwich Saybrook 3 Arrival	Kennedy

VIA HERIN

Non-Common Portions from Herin

Herin	J174 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

SECTION II - NAR WESTBOUND ROUTES (Cont'd)

(B) Non-Common Portion (Westbound) (Cont'd)

VIA HYANNIS

Non-Common Portions from Hyannis

Hyannis	Hyannis Transition Suffolk 3 Arrival	Kennedy

VIA KENNEBUNK

Non-Common Portions from Kennebunk

Kennebunk	Kennebunk Transition Saybrook 3 Arrival	Kennedy

VIA NANTUCKET

Non-Common Portions from Nantucket

Nantucket	Nantucket 308 Radial J150 Hampton Suffolk 3 Arrival	Kennedy

VIA YARMOUTH

Non-Common Portions from Yarmouth

Yarmouth	HL585 J585 J150 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

B. ADDITIONS

No Changes

C. DELETIONS

No Changes

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centreline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet-- from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:

a) U.K. SOUTH-EAST;
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KPT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1, UB1-VIW-KPT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
- a) Yugoslavia (except Belgrade), Greece
- b) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UB1, UB1-VIW-KPT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
- a) U.K. South-east, Belgium, London/Gatwick
- b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)

Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) France, Switzerland
- c) U.K. North, Netherlands

Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KPT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) U.K. North, Netherlands
- c) France, Switzerland

Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KPT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
- a) Northern Germany (Federal Republic of Germany)
- b) Stuttgart (via Austria)

Route to be followed: UB9-LNZ-UG1, KPT-UB5-KDF.
(II-A023/80)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic

pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:

(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport

However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:

Nassau International Airport
Freeport International Airport
West End, Grand Bahama

(II-20/79)

BAHRAIN

BAHRAIN FIR-UFN all flights routing airway Amber One between Dubai and Jiwani are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact Teheran on 133.4 MHz. Military aircraft transiting airway Amber One will be kept clear of traffic by military radar. (II-218/78)

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
   A. To Jeddah via B55W Golbi - Silno - Malaga - Raghba - G53 - Jeddah or A1 - Silno - G53W - Riyadh - G53 - Jeddah.
   B. From Jeddah B57 - Darb - Afif - Riyadh - G53E - Dhahran or Jeddah - B57 - Quasumah.
   C. Inbound FL 310 or above.
   D. Outbound via Gassim - B57 - Qaisumah FL 290 and below or via Riyadh - G53E - Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.
   A. To Jeddah via A60.
   B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina - A60.
   C. Inbound FL 310 to Jeddah.
   D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.
   A. To Jeddah. W22 - Medina - A60 - Jeddah.
   B. From Jeddah. Via Majed thence MAD 158R to Medina W22.
   C. Flight levels to be determined.

4. Traffic from/to Cairo Area.
   A. To Jeddah. Via Luxor - R39 - Jeddah.
   B. From Jeddah. A26 - Alwajh - W4 - Luxor.

C. Inbound flight level unrestricted.
D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.
A. To Jeddah. Khartoum - G498 - Jeddah.
B. From Jeddah. G49 - Khartoum.
C. Flight levels to be determined.

6. Traffic from/to Kuwait.
A. To Jeddah or Riyadh. Golbi - Magala - Raghba - G53 - Jeddah.
B. From Jeddah. B57 - Quaisumah.
C. Inbound to Jeddah / Riyadh FL 310 and above.
D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.
E. Inbound overflying Jeddah B54 - HIL - A60 FL 310 and above.
(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

AIRWAY B55 DIRECT TRACK BETWEEN BAHRAIN AND KUWAIT HAS BEEN WITHDRAWN: All flights between Bahrain and Kuwait to route via Airway B55E Reporting Point SELEG PSN 2800.0N 04923.5E. All flights between Dhahran and Failaka to route via Airway B55W Reporting Point Golbi PSN 2750.0N 04859.3E. Direct tracks Bahrain/Kuwait and Dhahran/Failaka may be approved subject to prior coordination between units concerned but are not to be flight planned. (II-151-79)

BAHRAIN FIR: The following new airways will be introduced within Bahrain FIR WEF 0001 GMT on 27 December 1979:

BLUE FIFTY NINE (B59): From Kuwait KW VOR via SELEG (28°01.5'N 49°22.'E) to Bahrain, BAH VOR.

RED SIXTY FIVE (R65): From Kuwait KW VOR via GOLBI (27°50.0'N 48°59.5'E) to Dhahran DHA VOR.

Accordingly the designators of the following existing airways will change WEF 0001 GMT on 27 December 1979:

BLUE FIFTY FIVE (B55): Between Kuwait KW VOR and SELEG re-designated BLUE FIFTY NINE (B59). Between SELEG and Bahrain BAH VOR re-designated BLUE FIFTY FIVE/BLUE FIFTY NINE (B55/B59).

BLUE FIFTY FIVE EAST (B55E): Between Failaka FI NDB and SELEG re-designated BLUE FIFTY FIVE (B55).

RED FIFTY EIGHT (R58): Between Kuwait KW VOR and GOLBI re-designated RED SIXTY FIVE (R65). Between GOLBI and Dhahran DHA VOR re-designated RED FIFTY EIGHT/RED SIXTY FIVE (R58/R65).

RED FIFTY EIGHT EAST (R58E): Between Failaka FI NDB and GOLBI re-designated RED FIFTY EIGHT (R58). (II-217/79)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:
Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") - Monda (N25°21'00", E86°26'00") - Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A035-036/79)

DACCA INTERNATIONAL AIRPORT -KURMITOLA: A new International Airport is under test operation at Kurmitola, Dacca approximately 3.2 nm north/northeast of existing Airport at Tejgaon, Dacca. The new Airport is likely to be available for International Traffic within the first half of 1980. However, the date of commission will be notified by NOTAM Class I. The following general information is offered:

City/Aerodrome:
Dacca International Airport, Kurmitola
Location:
23°51'N 90°24'E
AFTN Location: VGDAYD
Fuel Types: 100, JA1
Runway Length: H105
Lighting: L5,9
No Telex
(AIC 1/80)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

AVIATION NOTICE (JAN. 1, 1980)-USE OF PHONETIC ALPHABET IN AIR/GROUND COMMUNICATIONS:

Air traffic controllers and flight service specialists in Transport Canada have been directed to begin a changeover to the use of full phonetics when transmitting aircraft identifications on air/ground communication frequencies. This practice was introduced to reduce the number of errors and misunderstandings which had been occurring when using letters only. Several studies on the subject had shown that the frequency of errors, because of similar sounding letters, had reached an unacceptable level. Pilots were advised of this change in procedures in June 1979 via NOTAM 7/79.

It is considered essential by Transport Canada that procedures in air/ground communications be standardized as practiced by pilots, controllers and flight service specialists in order to eliminate as much as possible confusion and errors. Therefore, pilots are expected to use the identification procedures outlined in NOTAM 7/79 (full use of phonetics) when using the aircraft registration as the identification. On initial contact pilots shall use the last four letters of the registration and, in following communication, if the ground station abbreviates to three or two letters, the pilot may use the same abbreviation, again always using phonetics.

NOTAM 7/79 (CALL SIGNS-CIVIL AIRCRAFT)-(Superseding the section under this title on page 8 of NOTAM 1/79, page 6-2 of FIM 1979/80, and item 1104 of the Flight Planning and Procedures Document (GPH 204), issue No. 17.):

In the interest of preventing misunderstandings and misidentification of aircraft, procedures for radio identification of aircraft and the use of phonetics in Canada have been changed.

Pilots are urged to become thoroughly familiar with these procedures and, by careful compliance, help promote safer and more effective communications.

The revised procedures are as follows:

In radio communication, alphabetical letters appearing in aircraft call-signs shall be expressed in phonetics at all times.

After communication has been established, and when no likelihood of confusion exists, the word "heavy" may be omitted and call-signs may be abbreviated as explained below. The term "subsequent communications" is used to indicate these circumstances.

A "heavy" is an aircraft capable of a take-off weight of 300,000 lbs or more.

Canadian Air Carriers-Initial contact: The operator's name or assigned designation, followed by:

1. a) the flight number, or b) the last three characters of the registration, and
2. the word "heavy" if applicable.

EXAMPLE: Air Canada 149 Heavy (spoken: Air Canada 149 Heavy).

Subsequent communications: No abbreviations permitted except "heavy" may be omitted.

EXAMPLE: Air Canada 149.

Foreign Air Carriers-Initial contact: The operator's name or assigned designation followed by:

1. a) the flight number, or b) the full aircraft registration, and
2. the word "heavy" if applicable.

EXAMPLE: Speedbird G-ABCD Heavy (spoken: Speedbird Golf-Alpha-Bravo-Charlie-Delta-Heavy).

Subsequent communications: Where the aircraft registration is used, it may be abbreviated to the last two or more characters.

EXAMPLE: Speedbird CD (spoken: Speedbird Charlie-Delta).

Canadian Private Aircraft-Initial contact: The manufacturer's name or the type of aircraft, followed by the last four letters of the registration.

EXAMPLE: Cessna 182-GADT (spoken: Cessna 182 Golf-Alpha-Delta-Tango). Aztec-FADT (spoken: Aztec Foxtrot-Alpha-Delta-Tango.

Subsequent communications: May be abbreviated to the last two letters of registration, if this abbreviation is initiated by ATC or FSS.

EXAMPLE: Cessna 182-GADT becomes "DT" (spoken: Delta-Tango). Aztec-FADT becomes "DT" (spoken: Delta-Tango).

Foreign Private Aircraft-Initial contact: The manufacturer's name or the type of aircraft, followed by the full aircraft registration.

EXAMPLE: Aztec-N6920K (spoken: Aztec-November 6920 Kilo).

Subsequent communication: May be abbreviated to the first character and the last two characters of the registration, with the manufacturer's name or type of aircraft optional.

EXAMPLE: Aztec-N6920K becomes N0K (spoken: November Zero Kilo).

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

With immediate effect all providers of aviation fuel for transient aircraft will deliver 100L (low lead) octane fuel instead of 80/87 octane. (II-A78/79)

SANTIAGO FLIGHT INFORMATION REGION OVERFLIGHT RESTRICTION: WIE it reiterates to all general aviation aircrafts and public transport the restriction to overflight Santiago City except those aircraft must land or take off. (II-A92/79)

CROSSING CHILE/ARGENTINA BOUNDARY: WIE the crossing of the Chile/Argentina boundary of all commercial aircrafts in regular or non-regular flight must be done under IFR FPL and by controlled airspaces. (II-A93/79)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PEKING/CAPITAL AIRPORT: Runway surface conditions: Operational tests indicate that the surface of the runway 18R/36L at Peking/Capital Airport lacks desired roughness. Pilots are, therefore, reminded that particular care must be exercised during take-off and landing under rainy, snowy or icing weather conditions. (II-12/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   - (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   - (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   - (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   - (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   - (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   - (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   - (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   - (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over

Shilong and to continue to descend to 3,000m over ROMEO;

(7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;

(8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;

(9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;

(10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.

3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.

4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

BOGOTA-EXTENSION OF ROUTE W-26 AND ESTABLISHMENT OF ROUTE G-4B:

A. Effective 21 February 1980, ATS Route W-26 will be extended from Quibdo NDB (ident UIB, freq 250 kHz, located at 05°42'N/076°38'W) to Bahia Solano NDB (ident BHS, freq 240 kHz, located at 06°11'N/077°24'W) distance 54 nm, FL60, heading UIB/BHS 303°.

B. Effective 21 February 1980, a new ATS Route designated G-4B will be established from the Barranquilla FIR at the URIBI intersection located at 11°16'N/072°10'W, extending to Riohacha NDB (ident RHC, freq 295 kHz, located at 11°31'N/072°55'W) distance 46 nm, heading URIBI intersection to RHC NDB 302°.

(II-17/80)

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

CIBAO AP.-OPENING TO INTERNATIONAL AIR TRAFFIC: With effect July 1, 1979, has been authorized for international air traffic passengers, cargo and mail operations, the CIBAO AP, located in Santiago city, Dominican Republic. The characteristics of utilization are the following:

Coordinates: 19°28'N/70°42'W; Elevation: 125M; Operating hours: HJ; Administrative authority: Administracion del Aeropuerto Intl. CIBAO; Postal address: Aeropuerto Intl. CIBAO, Santiago, Dominican Republic; Fuel: 100/130; Customs and immigration services: available; Navigation aids: NDB 255 KHz (test basis), Loc 19°28'N/70°44'W, ID STO; Radio communication: VHF - 118.3 MHz. Runway--Designation: 12/30; Dimensions: 1585M x 48M; Surface: Asphalt; Strength: 22,000 lb. SIWL; Strip: Inadequates; Runway Lighting: Edge, Threshold; Marking Aids: Runway Designators, Runway Centerline, Threshold; Visual Ground Aids: Wind Direction Indicator, Aerodrome Beacon; Area Obstruction: Hill to the E and ESE. No other data available. (II-06/79)

AIRPORTS OF DE LAS AMERICAS, LA ROMANA OR CIBAO: The only requirement for private aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana or Cibao, is sending the corresponding flight plan. The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana, or Cibao, must obtain permission with at least 72 working hours in advance, via cable from DIRAVIC, Santo Domingo, Dominican Republic. (II-07/79)

DE LAS AMERICAS INTL AP.-NEW RADIO ADI IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new measuring equipment DME, associated with CDO

VOR 114.7 MHz, with the following characteristics:

Location : 18°25'59'/69°40'02'W
Idenfification VOR/DME: CDO
Channel DME : 94X
Coverage VOR/DME: 200 NM
Hours Operation: H24
(II-09/79)

PUERTO PLATA-SHUTDOWN OF OLD VOR PTA 115.1 MHz: With effect August 17, 1979, the old VOR PTA 115.1 MHz, located 19°43'46"n/70°38'35"W, has been shutdown. (II-10/79)

PUERTO PLATA AP.-NEW RADIO AID IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new omnidirectional radio beacon and distance measuring equipment VOR/DME at the new airport in construction IA UNION Puerto Plata, with the following characteristics:

Location: 19°45'30.41"N/70°34'17.66"W
Identification VOR/DME: PTA
Frequency VOR: 115.1 MHz
Channel DME: 98X
Coverage VOR/DME: 200 NM
Hours Operation: H24
Usable for enroute navigation and APCH.
DME unusuable from 115° to 290° below 8,000 ft. beyond 35 NM. (II-11/79)

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:
COORDINATES - 16°00'00"N 70°44'31"W
DESIGNATOR - VESKA
COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-12/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 - Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-21/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of

the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
- aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
- aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
- date of flight
- aircraft identification (Item 7)
type of aircraft (Item 9)
- aerodrome of departure and estimated time of departure (Item 13)
- route (Item 15)
- aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned.

To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

ATHINAI VOLMET--CHANGE OF FREQUENCY: On the AIRAC date of 4 October 1979 and at 1000 GMT the Athinai VOLMET frequency of 135.6 MHz will be changed to 127.8 MHz. AIP Greece Vol. 1 COM 2-8 and MET 3-1 should be annotated accordingly. (II-27/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system

shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

b. Flights operating predominantly in an East-West direction:

   i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

   ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

   i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

   ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

   iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

   i) For flights whose flight path are predominantly oriented in a North-South direction, the planne track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an EastWest direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

GREENLAND. NARSSARSSUAQ. FUEL GRADES: From approximately 1 Sept. 1979 Narssarssuaq Aerodrome will no longer supply aircraft with fuel grades 115/145. From the same date fuel grade 100 LL will be available. Ref. AIP Greenland and Faroe Island, page AGA 2-BGBW-1. (II-8/79)

GODTHAB/NUUK, GREENLAND: Aerodrome available for international traffic. VFR only. Twelve hours prior notice required. (AIP AMD 42)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to EIBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route R-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 - 0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

ATS ROUTE-G86: Reference AIP - HONG KONG page RAC 3-6. With effect from 29th November 1979, ATS Route G86 will become one-way route available to eastbound traffic only. (II-A05/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:
1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E - 2210N 11450E - Hong Kong withdrawn from service.

2. Route description. i) Southbound route - Guangzhou - Shilong ("LQ" NDB) - 2232N 11406E (ROMEO) - "HKG" NDB - Hong Kong. Transfer-of-control is at ROMEO. ii) Northbound route - Hong Kong - "CH" VOR - 2221.5N 11352E (TANGO) - 2224.5N 11348E (Neilingding Dao) - Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TANGO. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A17/79)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green - 62 and to provide for a two one way routing system east of Jakarta, the following redesignation of ATS route Green - 62 and establishment of ATS route Green - 61 will be effected.

2. The route segment Jakarta - Madin (06.08 S/110.23E) - Surabaya previously identified as Green - 62 to be redesignated as Green - 61 with the following specifications:
AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) - Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) - SBY VOR (07.21 S/112.46.50 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as

Green - 62 with the following specifications:

AA. Reporting points DPS VOR (08.48.40S/115.09.25E) - Sby vor (07.21.20S/112.46.50 E) - OC NDB - "CA" NDB (06.43S/108.34 E) - HLM VOR (06.24,2S/106.53.08,8 E).

BB. Lower limit FL 245; upper limit FL 460.

CC. Controlling authority: Jakarta ACC.

DD. This route shall be used westbound Traffic from Denpasar to Halim VOR. (II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centre line of the airways while within the Iraqi territories, acft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against acft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.

(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."

(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.

(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.

(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.
1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.
2. On trial basis it is in force the following:
 a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:
 (1) 250 KT IAS at FL100 or below;
 (2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;
 (3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;
 (4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.
3. Furthermore, Roma and Milano radar may request pilots:
 a. to adjust speed in a specific manner during the intermediate approach;
 b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.
4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:
 a. until crossing FL100 departing from aerodromes located within Milano TMA;
 b. until crossing 6000 ft. departing from aerodromes located within Roma TMA. (II-3/80)

JAMAICA

SPECIAL NOTICE--Kingston radio remains dcmsnd, however, air/ground freq 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/1978)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit - 4500 feet AMSL

Controlling Authority - Kingston Area Control Center

Transition level - FL 50

Transition altitude - 4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace - Instrument Restricted).
b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace - Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.
Within Tokyo FIR: 1200Z-1700Z
Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:

a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:

Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.

Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:

(a) On Airway B39 - 10 minutes from Nairobi UTA.

(b) On ADR DA10 - 10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-2-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:

   $$\frac{\text{UNL}}{\text{GND}}$$
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements

within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460.

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

JOHOR BAHRU AIRPORT-RESURFACING/ STRENGTHENING OF RUNWAY, TAXIWAY AND APRON; EXTENSION OF RUNWAY AND CONSTRUCTION OF ADDITIONAL TAXIWAY AND APRON:

1. INTRODUCTION

1.1 The paved runway 16/34 dimensions 1920m x 46m (6700' x 150'), its associated stopways 60 nm at both ends and the existing taxiway and parking apron at Johor Bahru Airport is to be resurfaced with an overlay of 8 inches thick rolled asphalt. Work is scheduled to commence with effect from 21 February 1980 and is expected to last for one and a half years, at the end of which a runway length of 3475m x 46m (11400' x 150') two taxiways and two parking aprons with an LCN of 100 will be available.

2. WORK PHASE

2.1 Work is scheduled to take place as follows:

PHASE	AREA
A	Runway extention works comprising earth work and pavement construction to the north i.e. RWY 16 end.
B+C	Construction of new taxiway and parking apron.
D	Resurfacing/strengthening of existing runway with an overlay of 8 inches thick rolled asphalt.
E	Resurfacing/strengthening of existing taxiway with 8 inches thick rolled asphalt overlay.
F	Strengthening and widening of parking apron.
G	Runway extension works comprising earth work and pavement construction to the south i.e. RWY 34 end.

3. PERIOD OF WORK

3.1 Work is scheduled to commence daily during the following periods:

21 February 1980 to 31 March 1980:
Sundays:
0000LT (1630z Sat) to 0700LT(2330z Sat
0900LT (0130z) to 1400LT(0630z)
1500LT (0730z) to 2400LT(1630z)
Mondays:
0000LT (1630zSun) to 0700LT(2330z Sun)
0900LT (0130z) to 1400LT(0630z)
1500LT (0730z) to 2400LT(1630z)
Tuesdays:
0000LT (1630zMon) to 1400LT(1630z)
2100LT (1330z) to 2400LT(1630z)
Wednesdays:
0000LT (1630zTues)to 0700LT(2330zTue)
0900LT (0130z) to 1400LT(0630z)
2230LT (1500z) to 2400LT (1630z)
Thursdays:
0000LT (1630zWed) to 1400LT(0630z)
2100LT (1330z) to 2400LT(1630z)
Fridays:
0000LT (1630zThu) to 0700LT(2330zThu)
0900LT (0130z) to 1400LT(0630z)
1500LT (0730z) to 2400LT(1630z)
Saturdays:
0000LT (1630zFri) to 1400LT(0630z)
2100LT (1330z) to 2400LT(1630z)

1 April 1980 to until further advised:
Sundays:
1600LT(0830z) to Mon 0630LT(2300z)
Mondays:
1600LT(0830z) to Tue 0630LT(2300z)
Tuesdays:
2000LT(1230z) to Wed 0630LT(2300z)
Wednesdays:
2230LT(1500z) to Thu 0630LT(2300z)
Thursdays:
2000LT(1230z) to Fri 0630LT(2300z)
Fridays:
1600LT(0830z) to Sat 0630LT(2300z)
Saturdays:
2000LT(1230z) to Sun 0630LT(2300z)

3.2 Except for delayed scheduled air services, the runway will be closed to all aircraft operations during the work periods detailed above.

3.3 Plant and personnel will be cleared during aircraft movements.

4. AIRFIELD LIGHTING

When the T-VASIS and approach lights are withdrawn for re-siting at runway 16 end, such facilities will be available for use at runway 34. The T-VASIS and approach lights for runway 34 will only be withdrawn for re-siting when such facilities have been re-installed for runway 16.

5. RUNWAY MARKINGS

4.1 Runway markings will be progressively obliterated during the course of resurfacing work, but will be repainted as soon as the newly premixed areas are set.

4.2 Additional triangular markers (red & white) will be displayed on both sides of the runway to indicate runway thresholds.

4.3 Pilots are advised to exercise caution while landing and taking off.

(II-5/80)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643 S 572153 E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) - Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY E-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500

Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.

NETHERLANDS

HILVERSUM AIRPORT: The following runways have been established in lieu of "All Ways" (AW) landings--13-31 (750 x 50m), 05-23 (660 x 50m), and 18-36 (700 x 50m). The establishment of the runways is temporary and on a trial basis in order to fight possible noise disturbance for people living in the surroundings of the aerodrome. During this period the aerodrome will be available on prior permission only. (II-65/78)

AMSTERDAM FIR-ESTABLISHMENT OF VOR CHANGE-OVER POINTS (COPs): With reference to ICAO Annex 2 para 3.6.2.1.2 the following VOR change-over points for ATS routes will be established with effect from November 1, 1979, 0001 GMT.

a. the mid-point between two VORs or
b. the points on the VOR radial flown, where the direction of the route changes, except as provided for the following routes:

(U)A5	from Cambrai VORTAC to Spijkerboor VORTAC at ABEAM NICKY (ANI)
(U)R1N	from Clacton VOR/DME to Spijkerboor VORTAC at REDFIR NORTH (RFN)
(U)B1	from Pampus VOR/DME to Dortmund VORTAC at ABEAM REKKEN (ARK)

These VOR change-over points are established in order to optimize navigation accuracy along VOR defined ATS routes within the Amsterdam FIR. (Ref AIP RAC-3-3.) (II-67/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not

visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

PAKISTAN

KARACHI/LAHORE FIR - PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:
   a. Position, flight level and time at which the deviation from the route is expected to be made.
   b. Direction and distance upto which the aircraft is likely to deviate from the route.
   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.

KARACHI: During the recent past numerous flights from Delhi bound for Lahore/Chakala have flight planned to operate via over-head a place named Anupgarh in Delhi FIR and then direct to Multan in Lahore FIR. It is notified that no such route segment has been established in Pakistan airspace. All Pilots therefore should not flight plan operations on such a route segment. All flights to Lahore/Chaklala shall operate strictly on any of the following established ATS routes while operating in Pakistan air space:

1. Via R60 (i.e. 3047N 7412E-Lahore-3246N 7316E-Chaklala).

2. Via G52 (i.e. 2828N 7215E-Rahimyar Khah-Dahore-3246N 7316E-Chaklala).

All pilots are warned that aircraft entry from East at any point other than along the established ATS routes would be regarded as Pakistan airspace violation.

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice.

PANAMA

SPECIAL NOTICE: Radar system in Perico Island. Due to the establishment of enroute radar air traffic control service, radar separation standards now apply within a 200 NM radius of Perico Island (coordinates 08°54'47"N, 079°31'29"W). The radar system will not have primary target or weather services available beyond 60 NM. Any aircraft desiring radar services beyond 60 NM must have an operating transponder. (II-54/78)

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: SUPERIOR LIMIT OF PANAMA TERMINAL CONTROL AREA (TMA)--Effective September 1, 1978, Superior Limit of the Panama Terminal Control Area (6000 ft. MSL) has been changed to 9000 ft. MSL. (II-52/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft below 10,000 ft. Mode A/3 Code 1200. VFR aircraft at and above 10,000 ft. Mode A/3 Code 1400. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

NEW NON-COMPULSORY REPORTING POINTS: Effective June 14, 1979, Non-Compulsory Reporting Points will be established as follows:

1) EKENA 13°41'N 078°10'W (Route UB 11).
2) TOLIN 13°20'N 079°20'W (Route UB 8).
3) ITANA 13°02'N 080°16'W (Route UG 4).
4) OPLOS 13°30'N 078°47'W (Route UB 10).

(II-21/79)

CHANGES ON NATIONALS ATS ROUTES: Effective September 18, 1979, Nationals ATS Routes have been changed as follow:

Route V 12:

1. Reporting Points GORDA and CHANGUINOLA eliminated.
2. Santa Cruz-Bocas del Toro Section:
   a) Distance: 148 NM
   b) MEA: 6000 ft. MSL
3. Bocas del Toro-Changuinola Section eliminated.

Route V 15:

1. Reporting Points REYNA and GARZON eliminated.
2. Blanco-Bocas del Toro Section:
   a) Distance: 31 NM
3. Sombrero-Bocas del Toro Section:
   a) MEA: 9000 ft. MSL

Route V 16:

1. Reporting Point DORA eliminated.
2. Arenosa-Bocas del Toro Section:
   a) Distance: 140 NM
   b) MEA: 7000 ft. MSL

Route V 17:

1. Reporting Points MANGO and LOBO eliminated.
2. Nance-Bocas del Toro Section:
   a) Distance: 38 NM
   b) MEA: 9600 ft. MSL

Route V 29:

1. Reporting Point TIGRE eliminated.
2. Masueto-Bocas del Toro Section:
   a) Distance: 110 NM
   b) MEA: 5000 ft. MSL.

(II-39/79)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/-BANGKOK: With effect from 0001 GMT 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

PORTUGAL

NAT REGION - "Fuel Conservation":

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region, on a trial basis:

a) On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.

EXAMPLE: "PA 101 5100N 30W 0436 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W".

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-126/79)

SANTA MARIA OCEANIC CONTROL AREA - OCEANIC CLEARANCE: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Areas boundary.

1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria radio on a HF enroute frequency

2. Pilots should maintain a SELCAL watch for receipt of the clearance and while in communication with Santa Maria radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating.

3. Requests for clearances should include the following information:

a) Call sign,

b) Present and requested flight level,

c) Coordinates of OCA entry point and an accurate estimate for this point; and

d) Any change to filed flight plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-132/79)

SANTA MARIA OCEANIC FIR - ACTION IN THE EVENT OF AN IN-FLIGHT DETERIORATION IN NAVIGATION CAPABILITY: The pilot of the aircraft must advise Santa Maria OACC and each successive ATS unit on initial contact of any in-flight deterioration in navigational capability. (II-133/79)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES: With effect from July 12, 1979, the en-route NAT HF family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization. (AIP Portugal COM 2-9 refers). (II-146/79)

SANTA MARIA OCEANIC FIR-PLN DATA:

1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT organized tracks shall be specified in field type 13 of the flight plan;
2. For flights conducted along one of the organized tracks from the entry point into the NAT Flight Information Region to the exit point only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the flight plan.
3. Flights crossing the eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the flight plan. (II-147/79)

SANTA MARIA OCA: Pilots entering Santa Maria OCA from Dakar Oceanic FIR shall:

a. Comply with para. 4.4.1 ICAO SUPPS Doc. 7030 which states: "the last position report before passing from one FIR to an adjacent FIR shall also be made to the ATS unit serving the airspace about to be entered";

2. As hereby required, contact Santa Maria radio at least 30 minutes before to enter Santa Maria OCA reporting the estimated time and coordinates at the boundary with the FL, whichever is the earliest report, and,

3. As hereby required, maintain a continuous listening watch on the appropriate Santa Maria radio frequency, after the report required above, for possible amendment to the clearance received and related to the part of flight from Santa Maria OCA boundary to the destination airport.

Pilots are reminded that there is not any arrangement to receive these reports through any outside communication station and that the pilot-in-command has the responsibility for the transmission of these and subsequent position reports to Santa Maria Radio. As the clearances issued to those flights entering Santa Maria Oceanic from Dakar Oceanic are frequently not coordinated with Santa Maria OCA, pilots not complying with the above procedures are jeopardizing their flights and the other traffic flying in the Southern portion of the Santa Maria Oceanic FIR. (II-167/79)

ALTERNATIVE ROUTES BETWEEN CANARIAS ISLANDS AND SPAIN: Special alternative routes between Canarias Islands and Spain available only for traffic landing Spain.

1. Traffic departing Canarias destination airports in the Southern part of Spain may file flight plans routed via UA23 OLGAR LGS

BEJ ROSAL SVL; before crossing OLGAR aircraft will request Lisboa Control clearance to proceed direct OLGAR VFA MONTE ONUBA 1 SVL. Such a clearance may be granted, pending on traffic situation at the time.

2. Traffic landing other Spanish airports may follow:

  a. UA23 LGS BEJ ELVAR CCS TLO;

  b. UA6 PST U818 MRT CCS TLD.

(II-190/79)

NAT REGION-"FUEL CONSERVATION"

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region on a trial basis:

> On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the Pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.
>
> EXAMPLE: PA101 5100N 30W 0346 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-67/80)

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE

For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES

The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA

1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;

2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;

3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES; In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.

1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;

2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;

3. Requests for clearances should include the following information:

a. Call sign;

b. Present and requested flight level;

c. Coordinates of OCA entry point and an accurate estimate for this point, and;

d. Any change to filed Flight Plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. **ROUTE DESIGNATION**

1.1 For traffic to/from Caribbean/South American and Northern Europe: B99 (formerly B11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3637N 0930W (BUG10), or UB47 (formerly B67); 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIBMA).

2. **FLIGHT LEVEL UTILIZATION**

2.1 Appropriate to direction of flight.

3. **FLIGHT PLANNING**

3.1 Flights to/from/over the Caribbean area estimated to cross 30W:

3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;

3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.

3.2 Random flight planning during other hours is acceptable.

3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.

3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. AIR TRAFFIC PROCEDURES

4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;

4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.

4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.

4.4 ATC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.

4.5 Aircraft operating on the defined route system shall report over the latitude/longitude points specified in 1.1 or 1.2 above.

(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.
2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.
3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(E), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Radha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39E--A26--A60--W4--R57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--R34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radius from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SINGAPORE AIRPORT RUNWAY AND TAXIWAY RESURFACING PROJECT - 1 APRIL 1980 TO 31 MAY 1981:

1. Introduction

1.1 Two projects, one to resurface the first 9000 ft. of Runway 02 and second, to repair and resurface the entire taxiway system at Singapore Airport will be carried out simultaneously. It is anticipated that the runway resurfacing project will be completed seven months from commencement, i.e., 1 April 1980 to 31 October 1980. The repairs and resurfacing of the taxiway system will take 14 months to complete, i.e., 1 April 1980 to 31 May 1981.

1.2 Both projects will be carried out simultaneously and in phases.

Section A -Runway Resurfacing

2. Singapore Airport Runway Closure Hours

2.1 The Singapore Airport Runway will be closed for the above mentioned works from 1630 GMT to 2330 GMT daily, inclusive of weekends and public holidays. All airline operators are requested to take note of the hours of closure and to ensure that they do not flight plan use Singapore Airport during the closure periods.

3. Resurfacing Works

3.1 Resurfacing operations will be carried out by laying the premix material in strips of 60m (200 ft.) longitudinally along the axis of the runway and covering a total width of 40m (120 ft.), i.e., 20m (60 ft.) on either side of the runway center line per night. The thickness of the resurfaced area will be about 50mm (2 inches). At the end of each night's work, the leading edge of the resurfaced area will be chamfered down smoothly to provide a gradient of 1:100. There will be no chamfering of the sides except those leading into a taxiway. The chamfer on such sides will be graded to provide a slope of 1:65.

4. Operational Length of Runway

4.1 Resurfacing work will begin from the south end, i.e., Runway 02 and move progressively northwards. This is so planned, taking into consideration that the prevailing winds will be changing from northeasterly to southwesterly at this time of the year, and Runway 20 will mainly be used.

4.2 In order to avoid damage to the newly paved surface, the use of the full length of Runway 02 for aircraft take-off will be precluded during the initial stage of the resurfacing. This restriction is applicable until the work has progressed to a distance of 305m (1000 ft.) from the southern end of the runway, which will take approximately 15 days. However, aircraft take-off on Runway 02 may be permitted at a position 152m (500 ft.) from the completed resurfaced end. Information in this regard and on the progress of the resurfacing will be made available to pilots at the AIS briefing and ATIS.

4.3 The full length of the runway, 4 023m (13200 ft.) will be available outside the resurfacing work times for aircraft operations on Runway 20 and also for aircraft landings only on Runway 02.

4.4 To prevent damage to newly paved surfaces, tight turns on the runway shall be avoided. In view of the simultaneous work on the taxiway, pilots are requested to adhere strictly to the instructions issued by the Control Tower. Details of the taxiway works are to be found in the second section of this NOTAM.

5. Runway Day Markings
5.1 On the commencement of the resurfacing works, Runway 02 Threshold, Fixed Distance, Touchdown Zone and Runway Centerline markings will be obliterated. It is proposed to re-draw these Runway markings as works progressed. As the Threshold, Fixed Distance and Touchdown Zone markings will take some time to survey, it is proposed to re-lay the Centerline markings first to serve as guidance to pilots. However, it is envisaged that at times one or two such marks may not be available temporarily. In such instances pilots are requested to exercise caution. All the runway markings will, subsequently, be redrawn in accordance with ICAO Annex 14 -Aerodromes, specifications.

6. General
6.1 In addition to the above projects, the repair and resurfacing of the airport's runway and the taxiway system will be carried out concurrently from 1 April 1980 and are expected to be completed by 31 October 1980 and 31 May 1981, respectively. Arising from these works, it is envisaged that some inconvenience will be experienced by pilots during the works-in-progress in that ATC restrictions may be imposed.

Section B -Repairs and Resurfacing of Singapore Airport Taxiway System

7. Introduction
7.1 The Taxiway System at Singapore Airport will be repaired and resurfaced concurrently with the runway resurfacing project. The works will be carried on all sections of the system except the access taxiway to Aircraft Parking Apron B.

7.2 It is envisaged that the project will take 14 months to complete, i.e., 1 April 1980 to 31 May 1981. The project will be carried out in three stages. Stage one will be the repairs to the damaged areas. Stage two will be laying of a layer of coarse bitumen. The third and final stage will be the laying of the wearing coat of bitumen. It is intended to carry out stages one and two together. After all sections of the taxiway system had been so completed, the final stage will be carried out.

8. Taxiway Works Program
8.1 The Taxiway System will be divided into sections to facilitate the works. In order to minimize inconvenience and delays, certain sections will be worked during the day and others during the night.

8.2 On the sections that will be opened for use after works have been completed daily or nightly, chamfering will be 5%.

9. Restrictions to Operation
9.1 All operators are advised that works on the D8 intersection will be carried out at night. As such, access to/from Aircraft Parking Apron E will not be permitted between 1630 GMT and 2330 GMT during the duration of the works on this section.

9.2 All operators are again advised that E3 intersection will be worked during the day, i.e., 2330 GMT in the morning till 0930 GMT in the evening. During this period access in/from Aircraft Parking A will not be possible for wide-bodied aircraft. The only accessway available will be via E4 intersection.

9.3 Due to the extra taxiing required during works on the taxiway, the landing rate will be adjusted accordingly. In addition, pilots are advised to expect some delay in taxiing for departure or into the parking apron after landing. Pilots are to adhere closely to the taxiing instructions issued by the Control Tower.

9.4 All operators and pilots are advised that during the periods when works are in progress on Taxiway sections NW 1(B), DW 1 and DW 2, the operational length of Runway 02 will be a 3 393m (11200 ft.) for take-off. This is because 180° turns on the runway will be prohibited to prevent damage to the newly laid pavement. The full length of the runway, 4 023m (13200 ft.) will however, be available for landing.

9.5 Similarly, when works are in progress on sections NW6A and DW7 of the Taxiway, the operational length of Runway 20 will be a 3 333m (11000 ft.) for take-off. The full length, 4 023m (13200 ft.) will be available for landing.

10. Vehicles and Personnel on Aircraft Maneuvering Areas
10.1 It is anticipated that there will be fairly numerous movements of vehicles to and from the work sites. Pilots are requested to exercise extreme caution when taxiing.

11. General

11.1 In connection with the runway resurfacing, the drainage gullies along the runway edges will be raised to the new level.

11.2 Runway and taxiway shoulders will also be raised and returfed.

11.3 Lighting fixtures for both runway and taxiway will also be similarly raised.

11.4 The above minor works will be carried out daily and simultaneously with the runway and/or taxiway section concern.

12. Notification by Class One NOTAM

12.1 The exact date of the commencement of the resurfacing works on the runway requiring the closure of Singapore Airport runway will be notified 72 hours in advance by a Class One NOTAM. Works on the Taxiway System will also be notified likewise. (II-1/80)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/1978)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the

requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Barias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP -East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "PCWEFCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

DUBAI: Until further notice AVGAS will only be available at Dubai Airport by prior arrangement with British Petroleum. (Bahrain II-039/79)

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

UNITED KINGDOM

LUTON: Until further notice supplies of aviation fuels AVGAS 100LL and AVTUR Jet A1 are restricted. Operators should consult their handling agent to ascertain the availability of fuel. (II-A690/79)

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:
1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic

pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

MANCHESTER INTERNATIONAL AIRPORT--PHASE IV OF WORKS OF IMPROVEMENT: Phase IV of the works of improvement at Manchester International Airport, which was briefly outlined in NOTAM A668/1978, will start at 2300 on 2 March 1980 as follows:

(a) Period 2300 2 March to 0600 29 August 1980 as follows:

(b) Asphalt will be laid by night to a depth of 75 mm. The new asphalt will be carefully ramped and the positions of the ramps will be shown on a chart in the briefing room. Inbound pilots will be advised of the ramp positions by ATC.

(c) The aerodrome will be closed during the period 2300 to 0700 (local) every night, except Saturday night/Sunday morning. There can be no extension of operating hours beyond those stated and captains of departing aircraft are advised that the latest time for start-up will be 2245 (local).

(d) The full declared distances will be available while the runway is operational.

(e) Taxiway 24 Link 'B' will be closed throughout.

(f) The runway center line and normal landing threshold markings will be maintained throughout. The TDZ and fixed distance markings will not always be available.

(g) The Runway 24 Supplementary Approach and TDZ lighting and the Runway 06/24 runway center line will be withdrawn. The lighting available will be:

(i) Runway 06:
Approach -Normal
Threshold -Normal
VASIS -Normal
Runway -H.I. elevated edge
Runway end lights -H.I. elevated.

(ii) Runway 24:
Approach -914 meters H.I. coded center line with four X bars. The last X bar will be 300 meters from the Runway 24 threshold.
Threshold -Elevated H.I. wing bars only.
VASIS -Normal except for certain periods when the VASIS may only be available on one side. This will be notified by NOTAM Class 1.
Runway -H.I. Bi-directional edge lighting. Runway end lights red.

(h) Approach to land procedures:
(i) Runway 06 -The normal Category I ILS and SRE Approach facilities will be available.
(ii) Runway 24 -The Category II ILS will be withdrawn from service. The category I ILS and SRE Approach facilities will be available.

(i) Runway 10/28 will remain closed throughout.
(II-64/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18. (Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details). (Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAMBIA

SPECIAL NOTICE: PROHIBITED AREA P21--A new prohibited area has been designated P21, position 14'38"S 28'49"E and radius is five nautical miles centered on the above coordinates, danger height is from ground to FL 100. Pilots at or below FL 100 to route clear of the area and ATC must route aircraft away from P21. (II-A07/78)

SPECIAL NOTICE: LOCATION INDICATORS--Lilayi Aerodrome has been assigned a location indicator. The aerodrome is now FLLY and Luanshya now becomes FLLA. (II-A08/78)

SPECIAL NOTICE: NDB LY 235 KHz--An NDB has been installed at Lilayi Aerodrome on the extended centerline of Rwy 11. Position 15°30'S/28°15'E. The NDB code LY has replaced LS, the former south beacon. Radiating power is 50 watts. Comments on range from pilots is most welcome. (II-A10/78).

LUSAKA FIR NON-SCHEDULED FLIGHTS: The Zambian airspace is closed to all non-scheduled flights until further notice. For those operators wishing to operate into and overfly Zambia must apply to the Commander Zambia National Defence Force giving ten (10) days prior notice and approval must be received by the applicant before a flight is undertaken. Also a temporary air service permit must be obtained in addition from the Ministry of Transport and Power and Communications, P. O. Box RW 65, Lusaka, Zambia. Telex. MPIC ZA 41680. The application must include the following:

(A) Pilot's name
(B) Operator's name and address
(C) Type of aircraft and registration marks
(D) Route or area of operation
(E) Purpose of flight, dates, timings, etc.

All applications are directed to the Commander Zambia National Defence Force. (II-7/79)

LUSAKA FIR TRAFFIC ON DR 38 AND DA 10: With immediate effect the upper limit of DR 38 has been raised to FL 330 and DA 10 from FL 330 to unlimited. Operators are requested to note the change in the Lusaka FIR. Traffic on DR 38 eastbound must use levels from FL 330 and below, westbound must use flight levels from FL 310 and below. Traffic on DA 10 Nairobi to Jan Smuts must use flight levels from FL 350 and above and from Jan Smuts to Nairobi must use flight levels from FL 370 and above. (II-8/79)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

Cancun
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Matamoros
Mexicali
Nogales
Nueva Laredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol.

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.) Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:
   a. Track and ground speed checks.
   b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.
   c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.
   d. Position of heavy cloud in relation to the aircraft.
2. The procedure to be followed for the use of this service is as follows:
   a. Use the following VHF radio frequencies for contacting radar station:
      (1) 126.2 King Salmon and Fort Yukon, Alaska areas only.
      (2) 126.2 Northern DEW stations.
      (3) 133.2 for Icelandic military ADIZ.
      (4) 122.2 for other areas.
   b. Call "Radar Assistance."
   c. The subsequent call sign of the ground station will be the call sign given by the ground station.
   d. After communication has been established with ground radar station, request the service desired.
   e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.
   f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.
   g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.
*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.7 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.

The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small acft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information is effective. This information amends the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 3, dated January, 1980.

A. MODIFICATIONS

SECTION I - NAR EASTBOUND ROUTES

(A) Common Portion (Eastbound)

NAR Designator	Inland Navigation Facility	Route Description	Coastal Fix
NA1	Winny	R56	Slatn
NA3	Nantucket	J62	Poggo

(B) Non-Common Portion (Eastbound)

No Changes.

SECTION II - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA2	Slatn	J97	Nantucket
NA4	Poggo	Direct	Hyannis

(B) Non-Common Portion (Westbound)

VIA BOSTON

Non-Common Portions from Boston

Boston	Norwich Saybrook 3 Arrival	Kennedy

VIA HERIN

Non-Common Portions from Herin

Herin	J174 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

SECTION II - NAR WESTBOUND ROUTES (Cont'd)

(B) Non-Common Portion (Westbound) (Cont'd)

VIA HYANNIS

Non-Common Portions from Hyannis

Hyannis	Hyannis Transition Suffolk 3 Arrival	Kennedy

VIA KENNEBUNK

Non-Common Portions from Kennebunk

Kennebunk	Kennebunk Transition Saybrook 3 Arrival	Kennedy

VIA NANTUCKET

Non-Common Portions from Nantucket

Nantucket	Nantucket 308 Radial J150 Hampton Suffolk 3 Arrival	Kennedy

VIA YARMOUTH

Non-Common Portions from Yarmouth

Yarmouth	HL585 J585 J150 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

B. ADDITIONS

No Changes

C. DELETIONS

No Changes

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centreline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. ACI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:

a) U.K. SOUTH-EAST;
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
- a) Yugoslavia (except Belgrade), Greece
- b) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
- a) U.K. South-east, Belgium, London/Gatwick
- b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)

Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) France, Switzerland
- c) U.K. North, Netherlands

Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) U.K. North, Netherlands
- c) France, Switzerland

Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
- a) Northern Germany (Federal Republic of Germany)
- b) Stuttgart (via Austria)

Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic

pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR-UFN all flights routing airway Amber One between Dubai and Jiwani are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact Teheran on 133.4 MHz. Military aircraft transiting airway Amber One will be kept clear of traffic by military radar. (II-218/78)

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAC Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
   A. To Jeddah via B55W Golbi -Silno -Malaga -Raghba -G53 -Jeddah or A1 -Silno -G53W -Riyadh - G53 -Jeddah.
   B. From Jeddah B57 -Darb -Afif -Riyadh -G53E -Dhahran or Jeddah -B57 -Quasumah.
   C. Inbound FL 310 or above.
   D. Outbound via Gassim -B57 -Qaisumah FL 290 and below or via Riyadh -G53E -Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.
   A. To Jeddah via A60.
   B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina -A60.
   C. Inbound FL 310 to Jeddah.
   D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.
   A. To Jeddah. W22 -Medina -A60 -Jeddah.
   B. From Jeddah. Via Majed thence MAD 158R to Medina W22.
   C. Flight levels to be determined.

4. Traffic from/to Cairo Area.
   A. To Jeddah. Via Luxor -R39 -Jeddah.
   B. From Jeddah. A26 -Alwajh -W4 -Luxor.
   C. Inbound flight level unrestricted.

D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.
   A. To Jeddah. Khartoum -G498 -Jeddah.
   B. From Jeddah. G49 -Khartoum.
   C. Flight levels to be determined.

6. Traffic from/to Kuwait.
   A. To Jeddah or Riyadh. Golbi -Magala -Raghba -G53 -Jeddah.
   B. From Jeddah. B57 -Quaisumah.
   C. Inbound to Jeddah / Riyadh FL 310 and above.
   D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.
   E. Inbound overflying Jeddah B54 -HIL -A60 FL 310 and above.
(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

AIRWAY B55 DIRECT TRACK BETWEEN BAHRAIN AND KUWAIT HAS BEEN WITHDRAWN: All flights between Bahrain and Kuwait to route via Airway B55E Reporting Point SELEG PSN 2800.0N 04923.5E. All flights between Dhahran and Failaka to route via Airway B55W Reporting Point Golbi PSN 2750.0N 04859.3E. Direct tracks Bahrain/Kuwait and Dhahran/Failaka may be approved subject to prior coordination between units concerned but are not to be flight planned. (II-151-79)

BAHRAIN FIR: The following new airways will be introduced within Bahrain FIR WEF 0001 GMT on 27 December 1979:

BLUE FIFTY NINE (B59): From Kuwait KW VOR via SELEG (28°01.5'N 49°22.'E) to Bahrain, BAH VOR.

RED SIXTY FIVE (R65): From Kuwait KW VOR via GOLBI (27°50.0'N 48°59.5'E) to Dhahran DHA VOR.

Accordingly the designators of the following existing airways will change WEF 0001 GMT on 27 December 1979:

BLUE FIFTY FIVE (B55): Between Kuwait KW VOR and SELEG re-designated BLUE FIFTY NINE (B59). Between SELEG and Bahrain BAH VOR re-designated BLUE FIFTY FIVE/BLUE FIFTY NINE (B55/B59).

BLUE FIFTY FIVE EAST (B55E): Between Failaka FI NDB and SELEG re-designated BLUE FIFTY FIVE (B55).

RED FIFTY EIGHT (R58): Between Kuwait KW VOR and GOLBI re-designated RED SIXTY FIVE (R65). Between GOLBI and Dhahran DHA VOR re-designated RED FIFTY EIGHT/RED SIXTY FIVE (R58/R65).

RED FIFTY EIGHT EAST (R58E): Between Failaka FI NDB and GOLBI re-designated RED FIFTY EIGHT (R58). (II-217/79)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR—Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAC Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A035-036/79)

DACCA INTERNATIONAL AIRPORT -KURMITOLA: A new International Airport is under test operation at Kurmitola, Dacca approximately 3.2 nm north/northeast of existing Airport at Tejgaon, Dacca. The new Airport is likely to be available for International Traffic within the first half of 1980. However, the date of commission will be notified by NOTAM Class I. The following general information is offered:

City/Aerodrome:
Dacca International Airport, Kurmitola
Location:
23°51'N 90°24'E
AFTN Location: VGDAYD
Fuel Types: 100, JA1
Runway Length: H105
Lighting: L5,9
No Telex
(AIC 1/80)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

- AVIATION NOTICE (JAN. 1, 1980)-USE OF PHONETIC ALPHABET IN AIR/GROUND COMMUNICATIONS:

Air traffic controllers and flight service specialists in Transport Canada have been directed to begin a changeover to the use of full phonetics when transmitting aircraft identifications on air/ground communication frequencies. This practice was introduced to reduce the number of errors and misunderstandings which had been occurring when using letters only. Several studies on the subject had shown that the frequency of errors, because of similar sounding letters, had reached an unacceptable level. Pilots were advised of this change in procedures in June 1979 via NOTAM 7/79.

It is considered essential by Transport Canada that procedures in air/ground communications be standardized as practiced by pilots, controllers and flight service specialists in order to eliminate as much as possible confusion and errors. Therefore, pilots are expected to use the identification procedures outlined in NOTAM 7/79 (full use of phonetics) when using the aircraft registration as the identification. On initial contact pilots shall use the last four letters of the registration and, in following communication, if the ground station abbreviates to three or two letters, the pilot may use the same abbreviation, again always using phonetics.

NOTAM 7/79 (CALL SIGNS-CIVIL AIRCRAFT)-(Superseding the section under this title on page 8 of NOTAM 1/79, page 6-2 of FIM 1979/80, and item 1104 of the Flight Planning and Procedures Document (GPH 204), issue No. 17.):

In the interest of preventing misunderstandings and misidentification of aircraft, procedures for radio identification of aircraft and the use of phonetics in Canada have been changed.

Pilots are urged to become thoroughly familiar with these procedures and, by careful compliance, help promote safer and more effective communications.

The revised procedures are as follows:

In radio communication, alphabetical letters appearing in aircraft call-signs shall be expressed in phonetics at all times.

After communication has been established, and when no likelihood of confusion exists, the word "heavy" may be omitted and call-signs may be abbreviated as explained below. The term "subsequent communications" is used to indicate these circumstances.

A "heavy" is an aircraft capable of a take-off weight of 300,000 lbs or more.

Canadian Air Carriers-Initial contact: The operator's name or assigned designation, followed by:

1. a) the flight number, or b) the last three characters of the registration, and
2. the word "heavy" if applicable.

EXAMPLE: Air Canada 149 Heavy (spoken: Air Canada 149 Heavy).

Subsequent communications: No abbreviations permitted except "heavy" may be omitted.

EXAMPLE: Air Canada 149.

Foreign Air Carriers-Initial contact: The operator's name or assigned designation followed by:

1. a) the flight number, or b) the full aircraft registration, and
2. the word "heavy" if applicable.

EXAMPLE: Speedbird G-ABCD Heavy (spoken: Speedbird Golf-Alpha-Bravo-Charlie-Delta-Heavy).

Subsequent communications: Where the aircraft registration is used, it may be abbreviated to the last two or more characters.

EXAMPLE: Speedbird CD (spoken: Speedbird Charlie-Delta).

Canadian Private Aircraft-Initial contact: The manufacturer's name or the type of aircraft, followed by the last four letters of the registration.

EXAMPLE: Cessna 182-GADT (spoken: Cessna 182 Golf-Alpha-Delta-Tango). Aztec-FADT (spoken: Aztec Foxtrot-Alpha-Delta-Tango.

Subsequent communications: May be abbreviated to the last two letters of registration, if this abbreviation is initiated by ATC or FSS.

EXAMPLE: Cessna 182-GADT becomes "DT" (spoken: Delta-Tango). Aztec-FADT becomes "DT" (spoken: Delta-Tango).

Foreign Private Aircraft-Initial contact: The manufacturer's name or the type of aircraft, followed by the full aircraft registration.

EXAMPLE: Aztec-N6920K (spoken: Aztec-November 6920 Kilo).

Subsequent communication: May be abbreviated to the first character and the last two characters of the registration, with the manufacturer's name or type of aircraft optional.

EXAMPLE: Aztec-N6920K becomes N0K (spoken: November Zero Kilo).

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

With immediate effect all providers of aviation fuel for transient aircraft will deliver 100L (low lead) octane fuel instead of 80/87 octane. (II-A78/79)

SANTIAGO FLIGHT INFORMATION REGION OVERFLIGHT RESTRICTION: WIE it reiterates to all general aviation aircrafts and public transport the restriction to overflight Santiago City except those aircraft must land or take off. (II-A92/79)

CROSSING CHILE/ARGENTINA BOUNDARY: WIE the crossing of the Chile/Argentina boundary of all commercial aircrafts in regular or non-regular flight must be done under IFR FPL and by controlled airspaces. (II-A93/79)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAC SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   - (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   - (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   - (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   - (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   - (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   - (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   - (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   - (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   - (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight

plan cruising level and thereafter intercept the planned course;

(8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;

(9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;

(10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.

3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEC; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.

4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

BOGOTA-EXTENSION OF ROUTE W-26 AND ESTABLISHMENT OF ROUTE G-4B:

A. Effective 21 February 1980, ATS Route W-26 will be extended from Quibdo NDB (ident UIB, freq 250 kHz, located at 05°42'N/076°38'W) to Bahia Solano NDB (ident BHS, freq 240 kHz, located at 06°11'N/077°24'W) distance 54 nm, FL60, heading UIB/BHS 303°.

B. Effective 21 February 1980, a new ATS Route designated G-4B will be established from the Barranquilla FIR at the URIBI intersection located at 11°16'N/072°10'W, extending to Riohacha NDB (ident RHC, freq 295 kHz, located at 11°31'N/072°55'W) distance 46 nm, heading URIBI intersection to RHC NDB 302°.

(II-17/80)

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

CIBAO AP.-OPENING TO INTERNATIONAL AIR TRAFFIC: With effect July 1, 1979, has been authorized for international air traffic passengers, cargo and mail operations, the CIBAO AP, located in Santiago city, Dominican Republic. The characteristics of utilization are the following:
Coordinates: 19°28'N/70°42'W; Elevation: 125M; Operating hours: HJ; Administrative authority: Administracion del Aeropuerto Intl. CIBAO; Postal address: Aeropuerto Intl. CIBAO, Santiago, Dominican Republic; Fuel: 100/130; Customs and immigration services: available; Navigation aids: NDB 255 KHz (test basis), Loc 19°28'N/70°44'W, ID STC; Radio communication: VHF -118.3 MHz. Runway--Designation: 12/30; Dimensions: 1585M x 48M; Surface: Asphalt; Strength: 22,000 lb. SIWL; Strip: Inadequates; Runway Lighting: Edge, Threshold; Marking Aids: Runway Designators, Runway Centerline, Threshold; Visual Ground Aids: Wind Direction Indicator, Aerodrome Beacon; Area Obstruction: Hill to the E and ESE.
No other data available. (II-06/79)

AIRPORTS OF DE LAS AMERICAS, LA ROMANA OR CIBAO: The only requirement for private aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana or Cibao, is sending the corresponding flight plan. The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana, or Cibao, must obtain permission with at least 72 working hours in advance, via cable from DIRAVIC, Santo Domingo, Dominican Republic. (II-07/79)

DE LAS AMERICAS INTL AP.-NEW RADIO ADI IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new measuring equipment DME, associated with CDO VOR 114.7 MHz, with the following characteristics:

Location : 18°25'59'/69°40'02'W
Idenfification VOR/DME: CDO
Channel DME : 94X
Coverage VOR/DME: 200 NM
Hours Operation: H24
(II-09/79)

PUERTO PLATA-SHUTDOWN OF OLD VOR PTA 115.1 MHz: With effect August 17, 1979, the old VOR PTA 115.1 MHz, located 19°43'46"n/70°38'35"W, has been shutdown. (II-10/79)

PUERTO PLATA AP.-NEW RADIO AID IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new omnidirectional radio beacon and distance measuring equipment VOR/DME at the new airport in construction IA UNION Puerto Plata, with the following characteristics:

Location: 19°45'30.41"N/70°34'17.66"W
Identification VOR/DME: PTA
Frequency VOR: 115.1 MHz
Channel DME: 98X
Coverage VOR/DME: 200 NM
Hours Operation: H24
Usable for enroute navigation and APCH.
DME unusuable from 115° to 290° below 8,000 ft. beyond 35 NM. (II-11/79)

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:
COORDINATES -16°00'00"N 70°44'31"W
DESIGNATOR -VESKA
COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-12/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-21/80)

- FUEL PURCHASE: Sales of fuel in the country to Foreign Aircraft is permitted only a 50% proportion of the capacity of its tanks. (II-22/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:
1) position NUBAR 2200N 3145E.
2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.
3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND CVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPI) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

ATHINAI VOLMET--CHANGE OF FREQUENCY: On the AIRAC date of 4 October 1979 and at 1000 GMT the Athinai VOLMET frequency of 135.6 MHz will be changed to 127.8 MHz. AIP Greece Vol. 1 COM 2-8 and MET 3-1 should be annotated accordingly. (II-27/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

    a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

    b. Flights operating predominantly in an East-West direction:

i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

i) For flights whose flight path are predominantly oriented in a NorthSouth direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an EastWest direction to report its position at any of the intermediate meridians spaced at intervals of:

a. 10° of longitude South of 70°N (between 5°W and 65°W), and

b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

- GREENLAND. NARSSARSSUAQ. FUEL GRADES: From approximately 1 Sept. 1979 Narssarssuaq Aerodrome will no longer supply aircraft with fuel grades 115/145. From the same date fuel grade 100 LL will be available. Ref. AIP Greenland and Faroe Island, page AGA 2-BGBW-1. (II-8/79)

GODTHAB/NUUK, GREENLAND: Aerodrome available for international traffic. VFR only. Twelve hours prior notice required. (AIP AMD 42)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is

10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light	
	2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their

clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

ATS ROUTE-G86: Reference AIP -HONG KONG page RAC 3-6. With effect from 29th November 1979, ATS Route G86 will become one-way route available to eastbound traffic only. (II-A05/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:
1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E -2210N 11450E -Hong Kong withdrawn from service.

2. Route description. i) Southbound route –Guangzhou –Shilong ("LQ" NDB) –2232N 11406E (RUMET) -"HKG" NDB -Hong Kong. Transfer-of-control is at RUMET. ii) Northbound route –Hong Kong –"CH" VOR –2221.5N 11352E (TEGAL) -2224.5N 11348E (Neilingding Dao) -Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A17/79)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green -62 and to provide for a two one way routing system east of Jakarta, the following redesignation of ATS route Green -62 and establishment of ATS route Green -61 will be effected.

2. The route segment Jakarta -Madin (06.08 S/110.23E) -Surabaya previously identified as Green -62 to be redesignated as Green -61 with the following specifications:
AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) -Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) -SBY VOR (07.21 S/112.46.50 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as Green - 62 with the following specifications:
AA. Reporting points DPS VOR (08.48.40S/115.09.25E) -Sby vor (07.21.20S/112.46.50 E) -OC NDB -"CA" NDB (06.43S/108.34 E) -HLM VOR (06.24,2S/106.53.08,8 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used westbound Traffic from Denpasar to Halim VOR. (II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centre line of the airways while within the Iraqi territories, acft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against acft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.

(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."

(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.

(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.

(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by

Phone (03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.
1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.
2. On trial basis it is in force the following:
a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:
(1) 250 KT IAS at FL100 or below;
(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;
(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;
(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.
3. Furthermore, Roma and Milano radar may request pilots:
a. to adjust speed in a specific manner during the intermediate approach;
b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.
4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:
a. until crossing FL100 departing from aerodromes located within Milano TMA;
b. until crossing 6000 ft. departing from aerodromes located within Roma TMA. (II-3/80)

JAMAICA

SPECIAL NOTICE--Kingston radio remains dcmsnd, however, air/ground freq 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/1978)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:
a) Name of airline operator.

b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit -4500 feet AMSL

Controlling Authority -Kingston Area Control Center

Transition level -FL 50

Transition altitude -4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace -Instrument Restricted).
b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace -Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80ºW
1200Z-0200Z	128.1 MHz	east of 80ºW
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80ºW which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.
Within Tokyo FIR: 1200Z-1700Z
Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAC standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:

Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.

Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:

(a) On Airway B39 -10 minutes from Nairobi UTA.

(b) On ADR DA10 -10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HI FL310 and above. Traffic from Kuwait to Cairo via B54 HI FL280 or FL350. (II-2-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's

Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:

   UNL

   GND
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

- JOHOR BAHRU AIRPORT-RESURFACING/-STRENGTHENING OF RUNWAY, TAXIWAY AND APRON; EXTENSION OF RUNWAY AND CONSTRUCTION OF ADDITIONAL TAXIWAY AND APRON:

1. INTRODUCTION

1.1 The paved runway 16/34 dimensions 1920m x 46m (6700' x 150'), its associated stopways 60 nm at both ends and the existing taxiway and parking apron at Johor Bahru Airport is to be resurfaced with an overlay of 8 inches thick rolled asphalt. Work is scheduled to commence with effect from 21 February 1980 and is expected to last for one and a half years, at the end of which a runway length of 3475m x 46m (11400' x 150') two taxiways and two parking aprons with an LCN of 100 will be available.

2. WORK PHASE

2.1 Work is scheduled to take place as follows:

PHASE	AREA
A	Runway extention works comprising earth work and pavement construction to the north i.e. RWY 16 end.
B+C	Construction of new taxiway and parking apron.
D	Resurfacing/strengthening of existing runway with an overlay of 8 inches thick rolled asphalt.
E	Resurfacing/strengthening of existing taxiway with 8 inches thick rolled asphalt overlay.
F	Strengthening and widening of parking apron.
G	Runway extension works comprising earth work and pavement construction to the south i.e. RWY 34 end.

3. PERIOD OF WORK

3.1 Work is scheduled to commence daily during the following periods:

21 February 1980 to 31 March 1980:
Sundays:
0000LT (1630z Sat) to 0700LT(2330z Sat
0900LT (0130z) to 1400LT(0630z)
1500LT (0730z) to 2400LT(1630z)
Mondays:
0000LT (1630zSun) to 0700LT(2330z Sun)
0900LT (0130z) to 1400LT(0630z)
1500LT (0730z) to 2400LT(1630z)
Tuesdays:
0000LT (1630zMon) to 1400LT(1630z)
2100LT (1330z) to 2400LT(1630z)
Wednesdays:
0000LT (1630zTues)to 0700LT(2330zTue)
0900LT (0130z) to 1400LT(0630z)
2230LT (1500z) to 2400LT (1630z)
Thursdays:
0000LT (1630zWed) to 1400LT(0630z)
2100LT (1330z) to 2400LT(1630z)
Fridays:
0000LT (1630zThu) to 0700LT(2330zThu)
0900LT (0130z) to 1400LT(0630z)
1500LT (0730z) to 2400LT(1630z)
Saturdays:
0000LT (1630zFri) to 1400LT(0630z)
2100LT (1330z) to 2400LT(1630z)

1 April 1980 to until further advised:
Sundays:
1600LT(0830z) to Mon 0630LT(2300z)
Mondays:
1600LT(0830z) to Tue 0630LT(2300z)
Tuesdays:
2000LT(1230z) to Wed 0630LT(2300z)
Wednesdays:
2230LT(1500z) to Thu 0630LT(2300z)
Thursdays:
2000LT(1230z) to Fri 0630LT(2300z)
Fridays:
1600LT(0830z) to Sat 0630LT(2300z)
Saturdays:
2000LT(1230z) to Sun 0630LT(2300z)

3.2 Except for delayed scheduled air services, the runway will be closed to all aircraft operations during the work periods detailed above.

3.3 Plant and personnel will be cleared during aircraft movements.

4. AIRFIELD LIGHTING

When the T-VASIS and approach lights are withdrawn for re-siting at runway 16 end, such facilities will be available for use at runway 34. The T-VASIS and approach lights for runway 34 will only be withdrawn for re-siting when such facilities have been re-installed for runway 16.

5. RUNWAY MARKINGS

4.1 Runway markings will be progressively obliterated during the course of resurfacing work, but will be repainted as soon as the newly premixed areas are set.

4.2 Additional triangular markers (red & white) will be displayed on both sides of the runway to indicate runway thresholds.

4.3 Pilots are advised to exercise caution while landing and taking off.

(II-5/80)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643 S 572153 E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY E-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FI usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side

Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.

NETHERLANDS

HILVERSUM AIRPORT: The following runways have been established in lieu of "All Ways" (AW) landings--13-31 (750 x 50m), 05-23 (660 x 50m), and 18-36 (700 x 50m). The establishment of the runways is temporary and on a trial basis in order to fight possible noise disturbance for people living in the surroundings of the aerodrome. During this period the aerodrome will be available on prior permission only. (II-65/78)

AMSTERDAM FIR-ESTABLISHMENT OF VOR CHANGE-OVER POINTS (COPs): With reference to ICAO Annex 2 para 3.6.2.1.2 the following VOR change-over points for ATS routes will be established with effect from November 1, 1979, 0001 GMT.

a. the mid-point between two VORs or
b. the points on the VOR radial flown, where the direction of the route changes, except as provided for the following routes:

(U)A5	from Cambrai VORTAC to Spijkerboor VORTAC at ABEAM NICKY (ANI)
(U)R1N	from Clacton VOR/DME to Spijkerboor VORTAC at REDFIR NORTH (RFN)
(U)B1	from Pampus VOR/DME to Dortmund VORTAC at ABEAM REKKEN (ARK)

These VOR change-over points are established in order to optimize navigation accuracy along VOR defined ATS routes within the Amsterdam FIR. (Ref AIP RAC-3-3.) (II-67/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:

a. Position, flight level and time at which the deviation from the route is expected to be made.

b. Direction and distance upto which the aircraft is likely to deviate from the route.

c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.

KARACHI: During the recent past numerous flights from Delhi bound for Lahore/Chakala have flight planned to operate via over-head a place named Anupgarh in Delhi FIR and then direct to Multan in Lahore FIR. It is notified that no such route segment has been established in Pakistan airspace. All Pilots therefore should not flight plan operations on such a route segment. All flights to Lahore/Chaklala shall operate strictly on any of the following established ATS routes while operating in Pakistan air space:

1. Via R60 (i.e. 3047N 7412E-Lahore-3246N 7316E-Chaklala).

2. Via G52 (i.e. 2828N 7215E-Rahimyar Khah-Dahore-3246N 7316E-Chaklala).

All pilots are warned that aircraft entry from East at any point other than along the established ATS routes would be regarded as Pakistan airspace violation.

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/79)

PANAMA

SPECIAL NOTICE: Radar system in Perico Island. Due to the establishment of enroute radar air traffic control service, radar separation standards now apply within a 200 NM radius of Perico Island (coordinates 08°54'47"N, 079°31'29"W). The radar system will not have primary target or weather services available beyond 60 NM. Any aircraft desiring radar services beyond 60 NM must have an operating transponder. (II-54/78)

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: SUPERIOR LIMIT OF PANAMA TERMINAL CONTROL AREA (TMA)--Effective September 1, 1978, Superior Limit of the Panama Terminal Control Area (6000 ft. MSL) has been changed to 9000 ft. MSL. (II-52/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft below 10,000 ft. Mode A/3 Code 1200. VFR aircraft at and above 10,000 ft. Mode A/3 Code 1400. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

NEW NON-COMPULSORY REPORTING POINTS: Effective June 14, 1979, Non-Compulsory Reporting Points will be established as follows:

1) EKENA 13°41'N 078°10'W (Route UB 11).
2) TOLIN 13°20'N 079°20'W (Route UB 8).
3) ITANA 13°02'N 080°16'W (Route UG 4).
4) OPLOS 13°30'N 078°47'W (Route UB 10).

(II-21/79)

CHANGES ON NATIONALS ATS ROUTES: Effective September 18, 1979, Nationals ATS Routes have been changed as follow:

Route V 12:
1. Reporting Points GORDA and CHANGUINOLA eliminated.
2. Santa Cruz-Bocas del Toro Section:
   a) Distance: 148 NM
   b) MEA: 6000 ft. MSL
3. Bocas del Toro-Changuinola Section eliminated.

Route V 15:
1. Reporting Points REYNA and GARZON eliminated.
2. Blanco-Bocas del Toro Section:
   a) Distance: 31 NM
3. Sombrero-Bocas del Toro Section:
   a) MEA: 9000 ft. MSL

Route V 16:
1. Reporting Point DORA eliminated.
2. Arenosa-Bocas del Toro Section:
   a) Distance: 140 NM
   b) MEA: 7000 ft. MSL

Route V 17:
1. Reporting Points MANGO and LOBO eliminated.
2. Nance-Bocas del Toro Section:
   a) Distance: 38 NM
   b) MEA: 9600 ft. MSL

Route V 29:
1. Reporting Point TIGRE eliminated.
2. Masueto-Bocas del Toro Section:
   a) Distance: 110 NM
   b) MEA: 5000 ft. MSL.

(II-39/79)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB—WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

PORTUGAL

ALTERNATIVE ROUTES BETWEEN CANARIAS ISLANDS AND SPAIN: Special alternative routes between Canarias Islands and Spain available only for traffic landing Spain.

1. Traffic departing Canarias destination airports in the Southern part of Spain may file flight plans routed via UA23 OLGAR LGS BEJ ROSAL SVL; before crossing OLGAR aircraft will request Lisboa Control clearance to proceed direct OLGAR VFA MONTE ONUBA 1 SVL. Such a clearance may be

granted, pending on traffic situation at the time.
2. Traffic landing other Spanish airports may follow:
  a. UA23 LGS BEJ ELVAR CCS TLO;
  b. UA6 PST U818 MRT CCS TLD.
(II-190/79)

NAT REGION-"FUEL CONSERVATION"

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region on a trial basis:

  On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the Pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.

  EXAMPLE: PA101 5100N 30W 0346 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-67/80)

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE

For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES

The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA

1. Extimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.
1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;
2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;
3. Requests for clearances should include the following information:
a. Call sign;
b. Present and requested flight level;
c. Coordinates of OCA entry point and an accurate estimate for this point, and;
d. Any change to filed Flight Plan.
4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. ROUTE DESIGNATION
1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67); 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. FLIGHT LEVEL UTILIZATION
2.1 Appropriate to direction of flight.

3. FLIGHT PLANNING
3.1 Flights to/from/over the Caribbean area estimated to cross 30W:
3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;

3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.

3.2 Random flight planning during other hours is acceptable.

3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.

3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. AIR TRAFFIC PROCEDURES

4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;

4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.

4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.

4.4 AIC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.

4.5 Aircraft operating on the defined route system shall report over the latitude/-longitude points specified in 1.1 or 1.2 above.

(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.

2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.

3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26—A60—W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh

VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FI80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAI reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FI 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FI 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal.

AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failur emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

- SINGAPORE AIRPORT RUNWAY AND TAXIWAY RESURFACING PROJECT - 1 APRIL 1980 TO 31 MAY 1981:

1. Introduction

1.1 Two projects, one to resurface the first 9000 ft. of Runway 02 and second, to repair and resurface the entire taxiway system at Singapore Airport will be carried out simultaneously. It is anticipated that the runway resurfacing project will be completed seven months from commencement, i.e., 1 April 1980 to 31 October 1980. The repairs and resurfacing of the taxiway system will take 14 months to complete, i.e., 1 April 1980 to 31 May 1981.

1.2 Both projects will be carried out simultaneously and in phases.

Section A -Runway Resurfacing

2. Singapore Airport Runway Closure Hours

2.1 The Singapore Airport Runway will be closed for the above mentioned works from 1630 GMT to 2330 GMT daily, inclusive of weekends and public holidays. All airline operators are requested to take note of the hours of closure and to ensure that they do not flight plan use Singapore Airport during the closure periods.

3. Resurfacing Works

3.1 Resurfacing operations will be carried out by laying the premix material in strips of 60m (200 ft.) longitudinally along the axis of the runway and covering a total width of 40m (120 ft.), i.e., 20m (60 ft.) on either side of the runway center line per night. The thickness of the resurfaced area will be about 50mm (2 inches). At the end of each night's work, the leading edge of the resurfaced area will be chamfered down smoothly to provide a gradient of 1:100. There will be no chamferring of the sides except those leading into a taxiway. The chamfer on such sides will be graded to provide a slope of 1:65.

4. Operational Length of Runway

4.1 Resurfacing work will begin from the south end, i.e., Runway 02 and move progressively northwards. This is so planned, taking into consideration that the prevailing winds will be changing from northeasterly to southwesterly at this time of the year, and Runway 20 will mainly be used.

4.2 In order to avoid damage to the newly paved surface, the use of the full length of Runway 02 for aircraft take-off will be precluded during the initial stage of the resurfacing. This restriction is applicable until the work has progressed to a distance of 305m (1000 ft.) from the southern end of the runway, which will take approximately 15 days. However, aircraft take-off on Runway 02 may be permitted at a position 152m (500 ft.) from the completed resurfaced end. Information in this regard and on the progress of the resurfacing will be made available to pilots at the AIS briefing and ATIS.

4.3 The full length of the runway, 4 023m (13200 ft.) will be available outside the resurfacing work times for aircraft operations on Runway 20 and also for aircraft landings only on Runway 02.

4.4 To prevent damage to newly paved surfaces, tight turns on the runway shall be avoided. In view of the simultaneous work on the taxiway, pilots are requested to adhere strictly to the instructions issued by the Control Tower. Details of the taxiway works are to be found in the second section of this NOTAM.

5. Runway Day Markings

5.1 On the commencement of the resurfacing works, Runway 02 Threshold, Fixed Distance, Touchdown Zone and Runway Centerline markings will be obliterated. It is proposed to re-draw these Runway markings as works progressed. As the Threshold, Fixed Distance and Touchdown Zone markings will take some time to survey, it is proposed to re-lay the Centerline markings first to serve as guidance to pilots. However, it is envisaged that at times one or two such marks may not be available temporarily. In such instances pilots are requested to exercise caution. All the runway markings will, subsequently, be redrawn in accordance with ICAO Annex 14 -Aerodromes, specifications.

6. General

6.1 In addition to the above projects, the repair and resurfacing of the airport's runway and the taxiway system will be carried out concurrently from 1 April 1980 and are expected to be completed by 31 October 1980 and 31 May 1981, respectively. Arising from these works, it is envisaged that some inconvenience will be experienced by pilots during the works-in-progress in that ATC restrictions may be imposed.

Section B -Repairs and Resurfacing of Singapore Airport Taxiway System

7. Introduction

7.1 The Taxiway System at Singapore Airport will be repaired and resurfaced concurrently with the runway resurfacing project. The works will be carried on all sections of the system except the access taxiway to Aircraft Parking Apron B.

7.2 It is envisaged that the project will take 14 months to complete, i.e., 1 April 1980 to 31 May 1981. The project will be carried out in three stages. Stage one will be the repairs to the damaged areas. Stage two will be laying of a layer of coarse bitumen. The third and final stage will be the laying of the wearing coat of bitumen. It is intended to carry out stages one and two together. After all sections of the taxiway system had been so completed, the final stage will be carried out.

8. Taxiway Works Program

8.1 The Taxiway System will be divided into sections to facilitate the works. In order to minimize inconvenience and delays, certain sections will be worked during the day and others during the night.

8.2 On the sections that will be opened for use after works have been completed daily or nightly, chamfering will be 5%.

9. Restrictions to Operation

9.1 All operators are advised that works on the D8 intersection will be carried out at night. As such, access to/from Aircraft Parking Apron B will not be permitted between 1630 GMT and 2330 GMT during the duration of the works on this section.

9.2 All operators are again advised that E3 intersection will be worked during the day, i.e., 2330 GMT in the morning till 0930 GMT in the evening. During this period access in/from Aircraft Parking A will not be possible for wide-bodied aircraft. The only accessway available will be via E4 intersection.

9.3 Due to the extra taxiing required during works on the taxiway, the landing rate will be adjusted accordingly. In addition, pilots are advised to expect some delay in taxiing for departure or into the parking apron after landing. Pilots are to adhere closely to the taxiing instructions issued by the Control Tower.

9.4 All operators and pilots are advised that during the periods when works are in progress on Taxiway sections NW 1(B), DW 1 and DW 2, the operational length of Runway 02 will be a 3 393m (11200 ft.) for take-off. This is because 180° turns on the runway will be prohibited to prevent damage to the newly laid pavement. The full length of the runway, 4 023m (13200 ft.) will however, be available for landing.

9.5 Similarly, when works are in progress on sections NW6A and DW7 of the Taxiway, the operational length of Runway 20 will be a 3 333m (11000 ft.) for take-off. The full length, 4 023m (13200 ft.) will be available for landing.

10. Vehicles and Personnel on Aircraft Maneuvering Areas

10.1 It is anticipated that there will be fairly numerous movements of vehicles to and from the work sites. Pilots are requested to exercise extreme caution when taxiing.

11. General

11.1 In connection with the runway resurfacing, the drainage gullies along the runway edges will be raised to the new level.

11.2 Runway and taxiway shoulders will also be raised and returfed.

11.3 Lighting fixtures for both runway and taxiway will also be similarly raised.

11.4 The above minor works will be carried out daily and simultaneously with the runway and/or taxiway section concern.

12. Notification by Class One NOTAM
12.1 The exact date of the commencement of the resurfacing works on the runway requiring the closure of Singapore Airport runway will be notified 72 hours in advance by a Class One NOTAM. Works on the Taxiway System will also be notified likewise. (II-1/80)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/1978)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP -East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

DUBAI: Until further notice AVGAS will only be available at Dubai Airport by prior arrangement with British Petroleum. (Bahrain II-039/79)

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

UNITED KINGDOM

LUTON: Until further notice supplies of aviation fuels AVGAS 100LL and AVTUR Jet A1 are restricted. Operators should consult their handling agent to ascertain the availability of fuel. (II-A690/79)

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:
1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a

different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700, 7600, 7500 and 2000. (II-A751/79)

- MANCHESTER INTERNATIONAL AIRPORT--PHASE IV OF WORKS OF IMPROVEMENT: Phase IV of the works of improvement at Manchester International Airport, which was briefly outlined in NOTAM A668/1978, will start at 2300 on 2 March 1980 as follows:

(a) Period 2300 2 March to 0600 29 August 1980 as follows:

(b) Asphalt will be laid by night to a depth of 75 mm. The new asphalt will be carefully ramped and the positions of the ramps will be shown on a chart in the briefing room. Inbound pilots will be advised of the ramp positions by ATC.
(c) The aerodrome will be closed during the period 2300 to 0700 (local) every night, except Saturday night/Sunday morning. There can be no extension of operating hours beyond those stated and captains of departing aircraft are advised that the latest time for start-up will be 2245 (local).
(d) The full declared distances will be available while the runway is operational.
(e) Taxiway 24 Link 'B' will be closed throughout.
(f) The runway center line and normal landing threshold markings will be maintained throughout. The TDZ and fixed distance markings will not always be available.
(g) The Runway 24 Supplementary Approach and TDZ lighting and the Runway 06/24 runway center line will be withdrawn. The lighting available will be:

(i) Runway 06:
Approach -Normal
Threshold -Normal
VASIS -Normal
Runway -H.I. elevated edge
Runway end lights -H.I. elevated.
(ii) Runway 24:
Approach -914 meters H.I. coded center line with four X bars. The last X bar will be 300 meters from the Runway 24 threshold.
Threshold -Elevated H.I. wing bars only.
VASIS -Normal except for certain periods when the VASIS may only be available on one side. This will be notified by NOTAM Class 1.
Runway -H.I. Bi-directional edge lighting. Runway end lights red.

(h) Approach to land procedures:
(i) Runway 06 -The normal Category I ILS and SRE Approach facilities will be available.
(ii) Runway 24 -The Category II ILS will be withdrawn from service. The category I ILS and SRE Approach facilities will be available.

(i) Runway 10/28 will remain closed throughout.
(II-64/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18. (Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details). (Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAMBIA

SPECIAL NOTICE: PROHIBITED AREA P21--A new prohibited area has been designated P21, position 14'38"S 28'49"E and radius is five nautical miles centered on the above coordinates, danger height is from ground to FL 100. Pilots at or below FL 100 to route clear of the area and ATC must route aircraft away from P21. (II-A07/78)

SPECIAL NOTICE: LOCATION INDICATORS--Lilayi Aerodrome has been assigned a location indicator. The aerodrome is now FLLY and Luanshya now becomes FLLA. (II-A08/78)

SPECIAL NOTICE: NDB LY 235 KHz--An NDB has been installed at Lilayi Aerodrome on the extended centerline of Rwy 11. Position 15°30'S/28°15'E. The NDB code LY has replaced LS, the former south beacon. Radiating power is 80 watts. Comments on range from pilots is most welcome. (II-A10/78).

LUSAKA FIR NON-SCHEDULED FLIGHTS: The Zambian airspace is closed to all non-scheduled flights until further notice. For those operators wishing to operate into and overfly Zambia must apply to the Commander Zambia National Defence Force giving ten (10) days prior notice and approval must be received by the applicant before a flight is undertaken. Also a temporary air service permit must be obtained in addition from the Ministry of Transport and Power and Communications, P. O. Box RW 65, Lusaka, Zambia. Telex. MPIC ZA 41680. The application must include the following:

(A) Pilot's name
(B) Operator's name and address
(C) Type of aircraft and registration marks
(D) Route or area of operation
(E) Purpose of flight, dates, timings, etc.

All applications are directed to the Commander Zambia National Defence Force. (II-7/79)

LUSAKA FIR TRAFFIC ON DR 38 AND DA 10: With immediate effect the upper limit of DR 38 has been raised to FL 330 and DA 10 from FL 330 to unlimited. Operators are requested to note the change in the Lusaka FIR. Traffic on DR 38 eastbound must use levels from FL 330 and below, westbound must use flight levels from FL 310 and below. Traffic on DA 10 Nairobi to Jan Smuts must use flight levels from FL 350 and above and from Jan Smuts to Nairobi must use flight levels from FL 370 and above. (II-8/79)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

Cancun
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Matamoros
Mexicali
Nogales
Nueva Laredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol.

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DCS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.)

Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

GENERAL

SPECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:
1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NCTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:
A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.
*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.7 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NCTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.
The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small acft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information is effective. This information amends the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 3, dated January, 1980.

A. MODIFICATIONS

SECTION I - NAR EASTBOUND ROUTES

(A) Common Portion (Eastbound)

NAR Designator	Inland Navigation Facility	Route Description	Coastal Fix
NA1	Winny	R56	Slatn
NA3	Nantucket	J62	Poggo

(B) Non-Common Portion (Eastbound)

No Changes.

SECTION II - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA2	Slatn	J97	Nantucket
NA4	Poggo	Direct	Hyannis

(B) Non-Common Portion (Westbound)

VIA BOSTON

Non-Common Portions from Boston

Boston	Norwich Saybrook 3 Arrival	Kennedy

VIA HERIN

Non-Common Portions from Herin

Herin	J174 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

SECTION II - NAR WESTBOUND ROUTES (Cont'd)

(B) Non-Common Portion (Westbound) (Cont'd)

VIA HYANNIS

Non-Common Portions from Hyannis

Hyannis	Hyannis Transition Suffolk 3 Arrival	Kennedy

VIA KENNEBUNK

Non-Common Portions from Kennebunk

Kennebunk	Kennebunk Transition Saybrook 3 Arrival	Kennedy

VIA NANTUCKET

Non-Common Portions from Nantucket

Nantucket	Nantucket 308 Radial J150 Hampton Suffolk 3 Arrival	Kennedy

VIA YARMOUTH

Non-Common Portions from Yarmouth

Yarmouth	HL585 J585 J150 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

B. ADDITIONS

No Changes

C. DELETIONS

No Changes

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

N.H.

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centreline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:

a) U.K. SOUTH-EAST:
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
  a) Austria, Hungary, Romania, Bulgaria (via Hungary)
  b) Yugoslavia (except Belgrade), Greece
  c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
  a) Austria, Hungary, Romania, Bulgaria (via Hungary)
  b) Yugoslavia (except Belgrade), Greece
  c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
  a) Yugoslavia (except Belgrade), Greece
  b) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
  a) U.K. South-east, Belgium, London/Gatwick
  b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)
Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
  a) U.K. South-east, London/Heathrow, Belgium
  b) France, Switzerland
  c) U.K. North, Netherlands
Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
  a) U.K. South-east, London/Heathrow, Belgium
  b) U.K. North, Netherlands
  c) France, Switzerland
Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
  a) Northern Germany (Federal Republic of Germany)
  b) Stuttgart (via Austria)
Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic

pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR-UFN all flights routing airway Amber One between Dubai and Jiwani are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact Teheran on 133.4 MHz. Military aircraft transiting airway Amber One will be kept clear of traffic by military radar. (II-218/78)

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
   A. To Jeddah via B55W Golbi -Silno -Malaga -Raghba -G53 -Jeddah or A1 -Silno -G53W -Riyadh - G53 -Jeddah.
   B. From Jeddah B57 -Darb -Afif -Riyadh -G53E -Dhahran or Jeddah -B57 -Quasumah.
   C. Inbound FL 310 or above.
   D. Outbound via Gassim -B57 -Qaisumah FL 290 and below or via Riyadh -G53E -Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.
   A. To Jeddah via A60.
   B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina -A60.
   C. Inbound FL 310 to Jeddah.
   D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.
   A. To Jeddah. W22 -Medina -A60 -Jeddah.
   B. From Jeddah. Via Majed thence MAD 158R to Medina W22.
   C. Flight levels to be determined.

4. Traffic from/to Cairo Area.
   A. To Jeddah. Via Luxor -R39 -Jeddah.
   B. From Jeddah. A26 -Alwajh -W4 -Luxor.
   C. Inbound flight level unrestricted.

D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.
   A. To Jeddah. Khartoum -G498 -Jeddah.
   B. From Jeddah. G49 -Khartoum.
   C. Flight levels to be determined.

6. Traffic from/to Kuwait.
   A. To Jeddah or Riyadh. Golbi -Magala -Raghba -G53 -Jeddah.
   B. From Jeddah. B57 -Quaisumah.
   C. Inbound to Jeddah / Riyadh FL 310 and above.
   D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.
   E. Inbound overflying Jeddah B54 -HIL -A60 FL 310 and above.

(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

AIRWAY B55 DIRECT TRACK BETWEEN BAHRAIN AND KUWAIT HAS BEEN WITHDRAWN: All flights between Bahrain and Kuwait to route via Airway B55E Reporting Point SELEG PSN 2800.0N 04923.5E. All flights between Dhahran and Failaka to route via Airway B55W Reporting Point Golbi PSN 2750.0N 04859.3E. Direct tracks Bahrain/Kuwait and Dhahran/Failaka may be approved subject to prior coordination between units concerned but are not to be flight planned. (II-151-79)

BAHRAIN FIR: The following new airways will be introduced within Bahrain FIR WEF 0001 GMT on 27 December 1979:

BLUE FIFTY NINE (B59): From Kuwait KW VOR via SELEG (28°01.5'N 49°22.'E) to Bahrain, BAH VOR.

RED SIXTY FIVE (R65): From Kuwait KW VOR via GOLBI (27°50.0'N 48°59.5'E) to Dhahran DHA VOR.

Accordingly the designators of the following existing airways will change WEF 0001 GMT on 27 December 1979:

BLUE FIFTY FIVE (B55): Between Kuwait KW VOR and SELEG re-designated BLUE FIFTY NINE (B59). Between SELEG and Bahrain BAH VOR re-designated BLUE FIFTY FIVE/BLUE FIFTY NINE (B55/B59).

BLUE FIFTY FIVE EAST (B55E): Between Failaka FI NDB and SELEG re-designated BLUE FIFTY FIVE (B55).

RED FIFTY EIGHT (R58): Between Kuwait KW VOR and GOLBI re-designated RED SIXTY FIVE (R65). Between GOLBI and Dhahran DHA VOR re-designated RED FIFTY EIGHT/RED SIXTY FIVE (R58/R65).

RED FIFTY EIGHT EAST (R58E): Between Failaka FI NDB and GOLBI re-designated RED FIFTY EIGHT (R58). (II-217/79)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.

(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A036/79)

DACCA INTERNATIONAL AIRPORT -KURMITOLA: A new International Airport is under test operation at Kurmitola, Dacca approximately 3.2 nm north/northeast of existing Airport at Tejgaon, Dacca. The new Airport is likely to be available for International Traffic within the first half of 1980. However, the date of commission will be notified by NOTAM Class I. The following general information is offered:

City/Aerodrome:
Dacca International Airport, Kurmitola
Location:
23°51'N 90°24'E
AFTN Location: VGDAYD
Fuel Types: 100, JA1
Runway Length: H105
Lighting: L5,9
No Telex
(AIC 1/80)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

● AVIATION NOTICE (JAN. 1, 1980)-USE OF PHONETIC ALPHABET IN AIR/GROUND COMMUNICATIONS:

Air traffic controllers and flight service specialists in Transport Canada have been directed to begin a changeover to the use of full phonetics when transmitting aircraft identifications on air/ground communication frequencies. This practice was introduced to reduce the number of errors and misunderstandings which had been occurring when using letters only. Several studies on the subject had shown that the frequency of errors, because of similar sounding letters, had reached an unacceptable level. Pilots were advised of this change in procedures in June 1979 via NOTAM 7/79.

It is considered essential by Transport Canada that procedures in air/ground communications be standardized as practiced by pilots, controllers and flight service specialists in order to eliminate as much as possible confusion and errors. Therefore, pilots are expected to use the identification procedures outlined in NOTAM 7/79 (full use of phonetics) when using the aircraft registration as the identification. On initial contact pilots shall use the last four letters of the registration and, in following communication, if the ground station abbreviates to three or two letters, the pilot may use the same abbreviation, again always using phonetics.

NOTAM 7/79 (CALL SIGNS-CIVIL AIRCRAFT)-(Superseding the section under this title on page 8 of NOTAM 1/79, page 6-2 of FIM 1979/80, and item 1104 of the Flight Planning and Procedures Document (GPH 204), issue No. 17.):

In the interest of preventing misunderstandings and misidentification of aircraft, procedures for radio identification of aircraft and the use of phonetics in Canada have been changed.

Pilots are urged to become thoroughly familiar with these procedures and, by careful compliance, help promote safer and more effective communications.

The revised procedures are as follows:

In radio communication, alphabetical letters appearing in aircraft call-signs shall be expressed in phonetics at all times.

After communication has been established, and when no likelihood of confusion exists, the word "heavy" may be omitted and call-signs may be abbreviated as explained below. The term "subsequent communications" is used to indicate these circumstances.

A "heavy" is an aircraft capable of a take-off weight of 300,000 lbs or more.

Canadian Air Carriers-Initial contact: The operator's name or assigned designation, followed by:

1. a) the flight number, or b) the last three characters of the registration, and
2. the word "heavy" if applicable.

EXAMPLE: Air Canada 149 Heavy (spoken: Air Canada 149 Heavy).

Subsequent communications: No abbreviations permitted except "heavy" may be omitted.

EXAMPLE: Air Canada 149.

Foreign Air Carriers-Initial contact: The operator's name or assigned designation followed by:

1. a) the flight number, or b) the full aircraft registration, and
2. the word "heavy" if applicable.

EXAMPLE: Speedbird G-ABCD Heavy (spoken: Speedbird Golf-Alpha-Bravo-Charlie-Delta-Heavy).

Subsequent communications: Where the aircraft registration is used, it may be abbreviated to the last two or more characters.

EXAMPLE: Speedbird CD (spoken: Speedbird Charlie-Delta).

Canadian Private Aircraft-Initial contact: The manufacturer's name or the type of aircraft, followed by the last four letters of the registration.

EXAMPLE: Cessna 182-GADT (spoken: Cessna 182 Golf-Alpha-Delta-Tango). Aztec-FADT (spoken: Aztec Foxtrot-Alpha-Delta-Tango.

Subsequent communications: May be abbreviated to the last two letters of registration, if this abbreviation is initiated by ATC or FSS.

EXAMPLE: Cessna 182-GADT becomes "DT" (spoken: Delta-Tango). Aztec-FADT becomes "DT" (spoken: Delta-Tango).

Foreign Private Aircraft-Initial contact: The manufacturer's name or the type of aircraft, followed by the full aircraft registration.

EXAMPLE: Aztec-N6920K (spoken: Aztec-November 6920 Kilo).

Subsequent communication: May be abbreviated to the first character and the last two characters of the registration, with the manufacturer's name or type of aircraft optional.

EXAMPLE: Aztec-N6920K becomes N0K (spoken: November Zero Kilo).

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

ANTOFAGASTA CERRO MORENO INTL AP (FUEL): Aviation fuel available between 1330/2230 GMT. Other hours on request with one hour in advance. (II-A1/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   - (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   - (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   - (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   - (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   - (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   - (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   - (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   - (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   - (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   - (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   - (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong

to a point beyond and vice versa shall maintain its original enroute altitude in transit;

(10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.

3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.
4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

BOGOTA-EXTENSION OF ROUTE W-26 AND ESTABLISHMENT OF ROUTE G-4B:

A. Effective 21 February 1980, ATS Route W-26 will be extended from Quibdo NDB (ident UIB, freq 250 kHz, located at 05°42'N/076°38'W) to Bahia Solano NDB (ident BHS, freq 240 kHz, located at 06°11'N/077°24'W) distance 54 nm, FL60, heading UIB/BHS 303°.

B. Effective 21 February 1980, a new ATS Route designated G-4B will be established from the Barranquilla FIR at the URIBI intersection located at 11°16'N/072°10'W, extending to Riohacha NDB (ident RHC, freq 295 kHz, located at 11°31'N/072°55'W) distance 46 nm, heading URIBI intersection to RHC NDB 302°.

(II-17/80)

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

CIBAO AP.-OPENING TO INTERNATIONAL AIR TRAFFIC: With effect July 1, 1979, has been authorized for international air traffic passengers, cargo and mail operations, the CIBAO AP, located in Santiago city, Dominican Republic. The characteristics of utilization are the following: Coordinates: 19°28'N/70°42'W; Elevation: 125M; Operating hours: HJ; Administrative authority: Administracion del Aeropuerto Intl. CIBAO; Postal address: Aeropuerto Intl. CIBAO, Santiago, Dominican Republic; Fuel: 100/130; Customs and immigration services: available; Navigation aids: NDB 255 KHz (test basis), Loc 19°28'N/70°44'W, ID STO; Radio communication: VHF -118.3 MHz. Runway--Designation: 12/30; Dimensions: 1585M x 48M; Surface: Asphalt; Strength: 22,000 lb. SIWL; Strip: Inadequates; Runway Lighting: Edge, Threshold; Marking Aids: Runway Designators, Runway Centerline, Threshold; Visual Ground Aids: Wind Direction Indicator, Aerodrome Beacon; Area Obstruction: Hill to the E and ESE.
No other data available. (II-06/79)

AIRPORTS OF DE LAS AMERICAS, LA ROMANA OR CIBAO: The only requirement for private aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana or Cibao, is sending the corresponding flight plan. The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana, or Cibao, must obtain permission with at least 72 working hours in advance, via cable from DIRAVIC, Santo Domingo, Dominican Republic. (II-07/79)

DE LAS AMERICAS INTL AP.-NEW RADIO ADI IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new measuring equipment DME, associated with CDO VOR 114.7 MHz, with the following characteristics:

Location : 18°25'59'/69°40'02'W
Idenfification VOR/DME: CDO
Channel DME : 94X
Coverage VOR/DME: 200 NM
Hours Operation: H24
(II-09/79)

PUERTO PLATA-SHUTDOWN OF OLD VOR PTA 115.1 MHz: With effect August 17, 1979, the old VOR PTA 115.1 MHz, located 19°43'46"n/70°38'35"W, has been shutdown. (II-10/79)

PUERTO PLATA AP.-NEW RADIO AID IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new omnidirectional radio beacon and distance measuring equipment VOR/DME at the new airport in construction IA UNION Puerto Plata, with the following characteristics:

Location: 19°45'30.41"N/70°34'17.66"W

Identification VOR/DME: PTA
Frequency VOR: 115.1 MHz
Channel DME: 98X
Coverage VOR/DME: 200 NM
Hours Operation: H24
Usable for enroute navigation and APCH.
DME unusuable from 115° to 290° below 8,000 ft. beyond 35 NM. (II-11/79)

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:
COORDINATES -16°00'00"N 70°44'31"W
DESIGNATOR -VESKA
COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-12/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-21/80)

- FUEL PURCHASE: Sales of fuel in the country to Foreign Aircraft is permitted only a 50% proportion of the capacity of its tanks. (II-22/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.
2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.
3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
- -aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
- -aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated

times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering

Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

ATHINAI VOLMET--CHANGE OF FREQUENCY: On the AIRAC date of 4 October 1979 and at 1000 GMT the Athinai VOLMET frequency of 135.6 MHz will be changed to 127.8 MHz. AIP Greece Vol. 1 COM 2-8 and MET 3-1 should be annotated accordingly. (II-27/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

      i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

   i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

   ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

   iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

   i) For flights whose flight path are predominantly oriented in a NorthSouth direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an EastWest direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

GREENLAND. NARSSARSSUAQ. FUEL GRADES: From approximately 1 Sept. 1979 Narssarssuaq Aerodrome will no longer supply aircraft with fuel grades 115/145. From the same date fuel grade 100 LL will be available. Ref. AIP Greenland and Faroe Island, page AGA 2-BGBW-1. (II-8/79)

GODTHAB/NUUK, GREENLAND: Aerodrome available for international traffic. VFR only. Twelve hours prior notice required. (AIP AMD 42)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency

121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

ATS ROUTE-G86: Reference AIP -HONG KONG page RAC 3-6. With effect from 29th November 1979, ATS Route G86 will become one-way route available to eastbound traffic only. (II-A05/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:
1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E -2210N 11450E -Hong Kong withdrawn from service.

2. Route description. i) Southbound route -Guangzhou -Shilong ("LQ" NDB) -2232N 11406E (RUMET) -"HKG" NDB -Hong Kong. Transfer-of-control is at RUMET. ii) Northbound route -Hong Kong -"CH" VOR -2221.5N 11352E (TEGAL) -2224.5N 11348E (Neilingding Dao) -Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A04/80)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMBO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green -62 and to provide for a two one way routing system east of Jakarta, the following redesignation of ATS route Green -62 and establishment of ATS route Green -61 will be effected.

2. The route segment Jakarta -Madin (06.08 S/110.23E) -Surabaya previously identified as Green -62 to be redesignated as Green -61 with the following specifications:
AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) -Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) -SBY VOR (07.21 S/112.46.50 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as Green - 62 with the following specifications:
AA. Reporting points DPS VOR (08.48.40S/115.09.25E) -Sby vor (07.21.20S/112.46.50 E) -OC NDB -"CA" NDB (06.43S/108.34 E) -HLM VOR (06.24,2S/106.53.08,8 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used westbound Traffic from Denpasar to Halim VOR. (II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules

and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft.
(II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centre line of the airways while within the Iraqi territories, acft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against acft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course.
(II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:
(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.
(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."
(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.
(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.
(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area

includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.
2. On trial basis it is in force the following:
   a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:
      (1) 250 KT IAS at FL100 or below;
      (2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;
      (3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;
      (4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.
3. Furthermore, Roma and Milano radar may request pilots:
   a. to adjust speed in a specific manner during the intermediate approach;
   b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.
4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:
   a. until crossing FL100 departing from aerodromes located within Milano TMA;
   b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.

(II-3/80)

JAMAICA

SPECIAL NOTICE--Kingston radio remains dcmsnd, however, air/ground freq 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.

g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit -4500 feet AMSL

Controlling Authority -Kingston Area Control Center

Transition level -FL 50

Transition altitude -4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace -Instrument Restricted).

b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace -Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.
   Within Tokyo FIR: 1200Z-1700Z
   Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if

operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.
10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:
Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.
Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:
(a) On Airway B39 -10 minutes from Nairobi UTA.
(b) On ADR DA10 -10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:

   $$\frac{\text{UNL}}{\text{GND}}$$
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from

Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

JOHOR BAHRU AIRPORT-RESURFACING/-STRENGTHENING OF RUNWAY, TAXIWAY AND APRON; EXTENSION OF RUNWAY AND CONSTRUCTION OF ADDITIONAL TAXIWAY AND APRON:

1. INTRODUCTION

1.1 The paved runway 16/34 dimensions 1920m x 46m (6700' x 150'), its associated stopways 60 nm at both ends and the existing taxiway and parking apron at Johor Bahru Airport is to be resurfaced with an overlay of 8 inches thick rolled asphalt. Work is scheduled to commence with effect from 21 February 1980 and is expected to last for one and a half years, at the end of which a runway length of 3475m x 46m (11400' x 150') two taxiways and two parking aprons with an LCN of 100 will be available.

2. WORK PHASE

2.1 Work is scheduled to take place as follows:

PHASE	AREA
A	Runway extention works comprising earth work and pavement construction to the north i.e. RWY 16 end.
B+C	Construction of new taxiway and parking apron.
D	Resurfacing/strengthening of existing runway with an overlay of 8 inches thick rolled asphalt.
E	Resurfacing/strengthening of existing taxiway with 8 inches thick rolled asphalt overlay.
F	Strengthening and widening of parking apron.
G	Runway extension works comprising earth work and pavement construction to the south i.e. RWY 34 end.

3. PERIOD OF WORK

3.1 Work is scheduled to commence daily during the following periods:

21 February 1980 to 31 March 1980:

Sundays:
0000LT (1630z Sat) to 0700LT(2330z Sat
0900LT (0130z) to 1400LT(0630z)
1500LT (0730z) to 2400LT(1630z)
Mondays:
0000LT (1630z Sun) to 0700LT(2330z Sun)
0900LT (0130z) to 1400LT(0630z)
1500LT (0730z) to 2400LT(1630z)
Tuesdays:
0000LT (1630zMon) to 1400LT(1630z)
2100LT (1330z) to 2400LT(1630z)
Wednesdays:
0000LT (1630zTues) to 0700LT(2330zTue)
0900LT (0130z) to 1400LT(0630z)
2230LT (1500z) to 2400LT (1630z)
Thursdays:
0000LT (1630zWed) to 1400LT(0630z)
2100LT (1330z) to 2400LT(1630z)
Fridays:
0000LT (1630zThu) to 0700LT(2330zThu)
0900LT (0130z) to 1400LT(0630z)
1500LT (0730z) to 2400LT(1630z)
Saturdays:
0000LT (1630zFri) to 1400LT(0630z)
2100LT (1330z) to 2400LT(1630z)

1 April 1980 to until further advised:

Sundays:
1600LT(0830z) to Mon 0630LT(2300z)
Mondays:
1600LT(0830z) to Tue 0630LT(2300z)
Tuesdays:
2000LT(1230z) to Wed 0630LT(2300z)
Wednesdays:
2230LT(1500z) to Thu 0630LT(2300z)
Thursdays:
2000LT(1230z) to Fri 0630LT(2300z)
Fridays:
1600LT(0830z) to Sat 0630LT(2300z)
Saturdays:
2000LT(1230z) to Sun 0630LT(2300z)

3.2 Except for delayed scheduled air services, the runway will be closed to all aircraft operations during the work periods detailed above.

3.3 Plant and personnel will be cleared during aircraft movements.

4. AIRFIELD LIGHTING

When the T-VASIS and approach lights are withdrawn for re-siting at runway 16 end, such facilities will be available for use at runway 34. The T-VASIS and approach lights for runway 34 will only be withdrawn for re-siting when such facilities have been re-installed for runway 16.

5. RUNWAY MARKINGS

4.1 Runway markings will be progressively obliterated during the course of resurfacing work, but will be repainted as soon as the newly premixed areas are set.

4.2 Additional triangular markers (red & white) will be displayed on both sides of the runway to indicate runway thresholds.

4.3 Pilots are advised to exercise caution while landing and taking off.

(II-5/80)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643 S 572153 E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side

Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.
(II-A10/79)

NETHERLANDS

HILVERSUM AIRPORT: The following runways have been established in lieu of "All Ways" (AW) landings--13-31 (750 x 50m), 05-23 (660 x 50m), and 18-36 (700 x 50m). The establishment of the runways is temporary and on a trial basis in order to fight possible noise disturbance for people living in the surroundings of the aerodrome. During this period the aerodrome will be available on prior permission only.
(II-65/78)

AMSTERDAM FIR-ESTABLISHMENT OF VOR CHANGE-OVER POINTS (COPs): With reference to ICAO Annex 2 para 3.6.2.1.2 the following VOR change-over points for ATS routes will be established with effect from November 1, 1979, 0001 GMT.

a. the mid-point between two VORs or
b. the points on the VOR radial flown, where the direction of the route changes, except as provided for the following routes:

(U)A5	from Cambrai VORTAC to Spijkerboor VORTAC at ABEAM NICKY (ANI)
(U)R1N	from Clacton VOR/DME to Spijkerboor VORTAC at REDFIR NORTH (RFN)
(U)B1	from Pampus VOR/DME to Dortmund VORTAC at ABEAM REKKEN (ARK)

These VOR change-over points are established in order to optimize navigation accuracy along VOR defined ATS routes within the Amsterdam FIR. (Ref AIP RAC-3-3.)
(II-67/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:
1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft.
(II-36/79)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:

a. Position, flight level and time at which the deviation from the route is expected to be made.

b. Direction and distance upto which the aircraft is likely to deviate from the route.

c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-4/79)

KARACHI: During the recent past numerous flights from Delhi bound for Lahore/Chakala have flight planned to operate via over-head a place named Anupgarh in Delhi FIR and then direct to Multan in Lahore FIR. It is notified that no such route segment has been established in Pakistan airspace. All Pilots therefore should not flight plan operations on such a route segment. All flights to Lahore/Chaklala shall operate strictly on any of the following established ATS routes while operating in Pakistan air space:

1. Via R60 (i.e. 3047N 7412E-Lahore-3246N 7316E-Chaklala).

2. Via G52 (i.e. 2828N 7215E-Rahimyar Khah-Dahore-3246N 7316E-Chaklala).

All pilots are warned that aircraft entry from East at any point other than along the established ATS routes would be regarded as Pakistan airspace violation.
(II-14/79)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-15/79)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-29/79)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: Radar system in Perico Island. Due to the establishment of enroute radar air traffic control service, radar separation standards now apply within a 200 NM radius of Perico Island (coordinates 08°54'47"N, 079°31'29"W). The radar system will not have primary target or weather services available beyond 60 NM. Any aircraft desiring radar services beyond 60 NM must have an operating transponder.
(II-54/78)

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: SUPERIOR LIMIT OF PANAMA TERMINAL CONTROL AREA (TMA)--Effective September 1, 1978, Superior Limit of the Panama Terminal Control Area (6000 ft. MSL) has been changed to 9000 ft. MSL.
(II-52/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft below 10,000 ft. Mode A/3 Code 1200. VFR aircraft at and above 10,000 ft. Mode A/3 Code 1400. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

NEW NON-COMPULSORY REPORTING POINTS: Effective June 14, 1979, Non-Compulsory Reporting Points will be established as follows:

1) EKENA 13°41'N 078°10'W (Route UB 11).
2) TOLIN 13°20'N 079°20'W (Route UB 8).
3) ITANA 13°02'N 080°16'W (Route UG 4).
4) OPLOS 13°30'N 078°47'W (Route UB 10).

(II-21/79)

CHANGES ON NATIONALS ATS ROUTES: Effective September 18, 1979, Nationals ATS Routes have been changed as follow:

Route V 12:
1. Reporting Points GORDA and CHANGUINOLA eliminated.
2. Santa Cruz-Bocas del Toro Section:
   a) Distance: 148 NM
   b) MEA: 6000 ft. MSL
3. Bocas del Toro-Changuinola Section eliminated.

Route V 15:
1. Reporting Points REYNA and GARZON eliminated.
2. Blanco-Bocas del Toro Section:
   a) Distance: 31 NM
3. Sombrero-Bocas del Toro Section:
   a) MEA: 9000 ft. MSL

Route V 16:
1. Reporting Point DORA eliminated.
2. Arenosa-Bocas del Toro Section:
   a) Distance: 140 NM
   b) MEA: 7000 ft. MSL

Route V 17:
1. Reporting Points MANGO and LOBO eliminated.
2. Nance-Bocas del Toro Section:
   a) Distance: 38 NM
   b) MEA: 9600 ft. MSL

Route V 29:
1. Reporting Point TIGRE eliminated.
2. Masueto-Bocas del Toro Section:
   a) Distance: 110 NM
   b) MEA: 5000 ft. MSL.

(II-39/79)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

PORTUGAL

ALTERNATIVE ROUTES BETWEEN CANARIAS ISLANDS AND SPAIN: Special alternative routes between Canarias Islands and Spain available only for traffic landing Spain.

1. Traffic departing Canarias destination airports in the Southern part of Spain may file flight plans routed via UA23 OLGAR LGS BEJ ROSAL SVL; before crossing OLGAR aircraft will request Lisboa Control clearance to proceed direct OLGAR VFA MONTE ONUBA 1 SVL. Such a clearance may be granted, pending on traffic situation at the time.

2. Traffic landing other Spanish airports may follow:
   a. UA23 LGS BEJ ELVAR CCS TLO;
   b. UA6 PST U818 MRT CCS TLD.

(II-190/79)

NAT REGION-"FUEL CONSERVATION"

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region on a trial basis:

> On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the Pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.
>
> EXAMPLE: PA101 5100N 30W 0346 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-67/80)

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE

For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES

The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA

1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;

2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;

3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.

1. Pilots should request oceanic clearances zt least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;

2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;

3. Requests for clearances should include the following information:
   a. Call sign;
   b. Present and requested flight level;
   c. Coordinates of OCA entry point and an accurate estimate for this point, and;
   d. Any change to filed Flight Plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. ROUTE DESIGNATION

1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or

UB47 (formerly R67): 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. FLIGHT LEVEL UTILIZATION

2.1 Appropriate to direction of flight.

3. FLIGHT PLANNING

3.1 Flights to/from/over the Caribbean area estimated to cross 30W:

3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;

3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.

3.2 Random flight planning during other hours is acceptable.

3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.

3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. AIR TRAFFIC PROCEDURES

4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;

4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.

4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.

4.4 ATC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.

4.5 Aircraft operating on the defined route system shall report over the latitude/-longitude points specified in 1.1 or 1.2 above.

(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.

2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.

3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--

A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddan FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

● SINGAPORE AIRPORT RUNWAY AND TAXIWAY RESURFACING PROJECT -1 APRIL 1980 TO 31 MAY 1981:

1. Introduction

1.1 Two projects, one to resurface the first 9000 ft. of Runway 02 and second, to repair and resurface the entire taxiway system at Singapore Airport will be carried out simultaneously. It is anticipated that the runway resurfacing project will be completed seven months from commencement, i.e., 1 April 1980 to 31 October 1980. The repairs and resurfacing of the taxiway system will take 14 months to complete, i.e., 1 April 1980 to 31 May 1981.

1.2 Both projects will be carried out simultaneously and in phases.

Section A -Runway Resurfacing

2. Singapore Airport Runway Closure Hours

2.1 The Singapore Airport Runway will be closed for the above mentioned works from 1630 GMT to 2330 GMT daily, inclusive of weekends and public holidays. All airline operators are requested to take note of the hours of closure and to ensure that they do not flight plan use Singapore Airport during the closure periods.

3. Resurfacing Works

3.1 Resurfacing operations will be carried out by laying the premix material in strips of 60m (200 ft.) longitudinally along the axis of the runway and covering a total width of 40m (120 ft.), i.e., 20m (60 ft.) on either side of the runway center line per night. The thickness of the resurfaced area will be about 50mm (2 inches). At the end of each night's work, the leading edge of the resurfaced area will be chamfered down smoothly to provide a gradient of 1:100. There will be no chamferring of the sides except those leading into a taxiway. The chamfer on such sides will be graded to provide a slope of 1:65.

4. Operational Length of Runway

4.1 Resurfacing work will begin from the south end, i.e., Runway 02 and move progressively northwards. This is so planned, taking into consideration that the prevailing winds will be changing from northeasterly to southwesterly at this time of the year, and Runway 20 will mainly be used.

4.2 In order to avoid damage to the newly paved surface, the use of the full length of Runway 02 for aircraft take-off will be precluded during the initial stage of the resurfacing. This restriction is applicable until the work has progressed to a distance of 305m (1000 ft.) from the southern end of the runway, which will take approximately 15 days. However, aircraft take-off on Runway 02 may be permitted at a position 152m (500 ft.) from the completed resurfaced end. Information in this regard and on the progress of the resurfacing will be made available to pilots at the AIS briefing and ATIS.

4.3 The full length of the runway, 4 023m (13200 ft.) will be available outside the resurfacing work times for aircraft operations on Runway 20 and also for aircraft landings only on Runway 02.

4.4 To prevent damage to newly paved surfaces, tight turns on the runway shall be avoided. In view of the simultaneous work on the taxiway, pilots are requested to adhere strictly to the instructions issued by the Control Tower. Details of the taxiway works are to be found in the second section of this NOTAM.

5. Runway Day Markings

5.1 On the commencement of the resurfacing works, Runway 02 Threshold, Fixed Distance, Touchdown Zone and Runway Centerline markings will be obliterated. It is proposed to re-draw these Runway markings as works progressed. As the Threshold, Fixed Distance and Touchdown Zone markings will take some time to survey, it is proposed to re-lay the Centerline markings first to serve as guidance to pilots. However, it is envisaged that at times one or two such marks may not be available temporarily. In such instances pilots are requested to exercise caution. All the runway markings will, subsequently, be redrawn in accordance with ICAO Annex 14 -Aerodromes, specifications.

6. General

6.1 In addition to the above projects, the repair and resurfacing of the airport's runway and the taxiway system will be carried out concurrently from 1 April 1980 and are expected to be completed by 31 October 1980 and 31 May 1981, respectively. Arising from these works, it is envisaged that some inconvenience will be experienced by pilots during the works-in-progress in that ATC restrictions may be imposed.

Section B -Repairs and Resurfacing of Singapore Airport Taxiway System

7. Introduction

7.1 The Taxiway System at Singapore Airport will be repaired and resurfaced concurrently with the runway resurfacing project. The works will be carried on all sections of the system except the access taxiway to Aircraft Parking Apron B.

7.2 It is envisaged that the project will take 14 months to complete, i.e., 1 April 1980 to 31 May 1981. The project will be carried out in three stages. Stage one will be the repairs to the damaged areas. Stage two will be laying of a layer of coarse bitumen. The third and final stage will be the laying of the wearing coat of bitumen. It is intended to carry out stages one and two together. After all sections of the taxiway system had been so completed, the final stage will be carried out.

8. Taxiway Works Program

8.1 The Taxiway System will be divided into sections to facilitate the works. In order to minimize inconvenience and delays, certain sections will be worked during the day and others during the night.

8.2 On the sections that will be opened for use after works have been completed daily or nightly, chamfering will be 5%.

9. Restrictions to Operation

9.1 All operators are advised that works on the D8 intersection will be carried out at night. As such, access to/from Aircraft Parking Apron B will not be permitted between 1630 GMT and 2330 GMT during the duration of the works on this section.

9.2 All operators are again advised that E3 intersection will be worked during the day, i.e., 2330 GMT in the morning till 0930 GMT in the evening. During this period access in/from Aircraft Parking A will not be possible for wide-bodied aircraft. The only accessway available will be via E4 intersection.

9.3 Due to the extra taxiing required during works on the taxiway, the landing rate will be adjusted accordingly. In addition, pilots are advised to expect some delay in taxiing for departure or into the parking apron after landing. Pilots are to adhere closely to the taxiing instructions issued by the Control Tower.

9.4 All operators and pilots are advised that during the periods when works are in progress on Taxiway sections NW 1(B), DW 1 and DW 2, the operational length of Runway 02 will be a 3 393m (11200 ft.) for take-off. This is because 180° turns on the runway will be prohibited to prevent damage to the newly laid pavement. The full length of the runway, 4 023m (13200 ft.) will however, be available for landing.

9.5 Similarly, when works are in progress on sections NW6A and DW7 of the Taxiway, the operational length of Runway 20 will be a 3 333m (11000 ft.) for take-off. The full length, 4 023m (13200 ft.) will be available for landing.

10. Vehicles and Personnel on Aircraft Maneuvering Areas

10.1 It is anticipated that there will be fairly numerous movements of vehicles to and from the work sites. Pilots are requested to exercise extreme caution when taxiing.

11. General

11.1 In connection with the runway resurfacing, the drainage gullies along the runway edges will be raised to the new level.

11.2 Runway and taxiway shoulders will also be raised and returfed.

11.3 Lighting fixtures for both runway and taxiway will also be similarly raised.

11.4 The above minor works will be carried out daily and simultaneously with the runway and/or taxiway section concern.

12. Notification by Class One NOTAM
12.1 The exact date of the commencement of the resurfacing works on the runway requiring the closure of Singapore Airport runway will be notified 72 hours in advance by a Class One NOTAM. Works on the Taxiway System will also be notified likewise. (II-1/80)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the

requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP -East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and OLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

DUBAI: Until further notice AVGAS will only be available at Dubai Airport by prior arrangement with British Petroleum. (Bahrain II-039/79)

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

UNITED KINGDOM

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:

1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding

CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

- MANCHESTER INTERNATIONAL AIRPORT--PHASE IV OF WORKS OF IMPROVEMENT: Phase IV of the works of improvement at Manchester International Airport, which was briefly outlined in NOTAM A668/1978, will start at 2300 on 2 March 1980 as follows:

(a) Period 2300 2 March to 0600 29 August 1980 as follows:

(b) Asphalt will be laid by night to a depth of 75 mm. The new asphalt will be carefully ramped and the positions of the ramps will be shown on a chart in the briefing room. Inbound pilots will be advised of the ramp positions by ATC.

(c) The aerodrome will be closed during the period 2300 to 0700 (local) every night, except Saturday night/Sunday morning. There can be no extension of operating hours beyond those stated and captains of departing aircraft are advised that the latest time for start-up will be 2245 (local).

(d) The full declared distances will be available while the runway is operational.

(e) Taxiway 24 Link 'B' will be closed throughout.

(f) The runway center line and normal, landing threshold markings will be maintained throughout. The TDZ and fixed distance markings will not always be available.

(g) The Runway 24 Supplementary Approach and TDZ lighting and the Runway 06/24 runway center line will be withdrawn. The lighting available will be:

(i) Runway 06:
Approach -Normal
Threshold -Normal
VASIS -Normal
Runway -H.I. elevated edge
Runway end lights -H.I. elevated.

(ii) Runway 24:
Approach -914 meters H.I. coded center line with four X bars. The last X bar will be 300 meters from the Runway 24 threshold.
Threshold -Elevated H.I. wing bars only.
VASIS -Normal except for certain periods when the VASIS may only be available on one side. This will be notified by NOTAM Class 1.
Runway -H.I. Bi-directional edge lighting. Runway end lights red.

(h) Approach to land procedures:
(i) Runway 06 -The normal Category I ILS and SRE Approach facilities will be available.
(ii) Runway 24 -The Category II ILS will be withdrawn from service. The category I ILS and SRE Approach facilities will be available.

(i) Runway 10/28 will remain closed throughout.

(II-64/80) BIRMINGHAM AIRPORT: The hours of attendance by Customs and Excise at this Airport are as follows:

1st April-31st October: Daily, 24 hours.
1st November-31st March: Daily (except Christmas Day), 0730-2400.
(II-A190/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225

metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details).
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator		
LYBEYA	will be	LYBBYA
LYBEYO	will be	LYBBYO
LYBEYT	will be	LYBBYT
LYBEYE	will be	LYBBYE
LYBEYM	will be	LYBBYM
LYBE	will be	LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAMBIA

SPECIAL NOTICE: PROHIBITED AREA P21--A new prohibited area has been designated P21, position 14'38"S 28'49"E and radius is five nautical miles centered on the above coordinates, danger height is from ground to FL 100. Pilots at or below FL 100 to route clear of the area and ATC must route aircraft away from P21. (II-A07/78)

SPECIAL NOTICE: LOCATION INDICATORS--Lilayi Aerodrome has been assigned a location indicator. The aerodrome is now FLLY and Luanshya now becomes FLLA. (II-A08/78)

SPECIAL NOTICE: NDB LY 235 KHz--An NDB has been installed at Lilayi Aerodrome on the extended centerline of Rwy 11. Position 15°30'S/28°15'E. The NDB code LY has replaced LS, the former south beacon. Radiating power is 80 watts. Comments on range from pilots is most welcome.
(II-A10/78)

LUSAKA FIR NON-SCHEDULED FLIGHTS: The Zambian airspace is closed to all non-scheduled flights until further notice. For those operators wishing to operate into and overfly Zambia must apply to the Commander Zambia National Defence Force giving ten (10) days prior notice and approval must be received by the applicant before a flight is undertaken. Also a temporary air service permit must be obtained in addition from the Ministry of Transport and Power and Communications, P. O. Box RW 65, Lusaka, Zambia. Telex. MPIC ZA 41680. The application must include the following:

(A) Pilot's name
(B) Operator's name and address
(C) Type of aircraft and registration marks
(D) Route or area of operation
(E) Purpose of flight, dates, timings, etc.

All applications are directed to the Commander Zambia National Defence Force.
(II-7/79)

LUSAKA FIR TRAFFIC ON DR 38 AND DA 10: With immediate effect the upper limit of DR 38 has been raised to FL 330 and DA 10 from FL 330 to unlimited. Operators are requested to note the change in the Lusaka FIR. Traffic on DR 38 eastbound must use levels from FL 330 and below, westbound must use flight levels from FL 310 and below. Traffic on DA 10 Nairobi to Jan Smuts must use flight levels from FL 350 and above and from Jan Smuts to Nairobi must use flight levels from FL 370 and above. (II-8/79)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TC COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

ETHIOPIA

The Department of State advises that Asmara/Yonannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

- Cancun
- Chetamal
- Cozumel
- Cuidad Acuna
- Cuidad Juarez
- Matamoros
- Mexicali
- Nogales
- Nueva Laredo
- Piedras Negras
- Reynosa
- Tapachula
- Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (FAA)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong.

The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.)
Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:
(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.
(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.

*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.
The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small acft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information is effective. This information amends the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 3, dated January, 1980.

A. MODIFICATIONS

SECTION I - NAR EASTBOUND ROUTES

(A) Common Portion (Eastbound)

NAR Designator	Inland Navigation Facility	Route Description	Coastal Fix
NA1	Winny	R56	Slatn
NA3	Nantucket	J62	Poggo

(B) Non-Common Portion (Eastbound)

No Changes.

SECTION II - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA2	Slatn	J97	Nantucket
NA4	Poggo	Direct	Hyannis

(B) Non-Common Portion (Westbound)

VIA BOSTON

Non-Common Portions from Boston

Boston	Norwich Saybrook 3 Arrival	Kennedy

VIA HERIN

Non-Common Portions from Herin

Herin	J174 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centreline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   - --aircraft identification
   - --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   - --aircraft identification
   - --position
   - --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:

a) U.K. SOUTH-EAST:
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
- a) Yugoslavia (except Belgrade), Greece
- b) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
- a) U.K. South-east, Belgium, London/Gatwick
- b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)

Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) France, Switzerland
- c) U.K. North, Netherlands

Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) U.K. North, Netherlands
- c) France, Switzerland

Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
- a) Northern Germany (Federal Republic of Germany)
- b) Stuttgart (via Austria)

Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic

pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
   A. To Jeddah via B55W Golbi -Silno -Malaga -Raghba -G53 -Jeddah or A1 -Silno -G53W -Riyadh - G53 -Jeddah.
   B. From Jeddah B57 -Darb -Afif -Riyadh -G53E -Dhahran or Jeddah -B57 -Quasumah.
   C. Inbound FL 310 or above.
   D. Outbound via Gassim -B57 -Qaisumah FL 290 and below or via Riyadh -G53E -Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.
   A. To Jeddah via A60.
   B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina -A60.
   C. Inbound FL 310 to Jeddah.
   D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.
   A. To Jeddah. W22 -Medina -A60 -Jeddah.
   B. From Jeddah. Via Majed thence MAD 158R to Medina W22.
   C. Flight levels to be determined.

4. Traffic from/to Cairo Area.
   A. To Jeddah. Via Luxor -R39 -Jeddah.
   B. From Jeddah. A26 -Alwajh -W4 -Luxor.
   C. Inbound flight level unrestricted.
   D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.
   A. To Jeddah. Khartoum -G498 -Jeddah.
   B. From Jeddah. G49 -Khartoum.
   C. Flight levels to be determined.

6. Traffic from/to Kuwait.

A. To Jeddah or Riyadh. Golbi -Magala -Raghba -G53 -Jeddah.

B. From Jeddah. B57 -Quaisumah.

C. Inbound to Jeddah / Riyadh FL 310 and above.

D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.

E. Inbound overflying Jeddah B54 -HIL -A60 FL 310 and above.
(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.
(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A036/79)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de

Roraima all movement must be informed to COMAR ONE. (II-20/79)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2. (II-8/79)

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

ANTOFAGASTA CERRO MORENO INTL AP (FUEL): Aviation fuel available between 1330/2230 GMT. Other hours on request with one hour in advance. (II-A1/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   - (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   - (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   - (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   - (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   - (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   - (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   - (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   - (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   - (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   - (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   - (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;
   - (10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

     Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.
3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.
4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

CIBAO AP.-OPENING TO INTERNATIONAL AIR TRAFFIC: With effect July 1, 1979, has been authorized for international air traffic passengers, cargo and mail operations, the CIBAO AP, located in Santiago city, Dominican Republic. The characteristics of utilization are the following:
Coordinates: 19°28'N/70°42'W; Elevation: 125M; Operating hours: HJ; Administrative authority: Administracion del Aeropuerto Intl. CIBAO; Postal address: Aeropuerto Intl. CIBAO, Santiago, Dominican Republic; Fuel: 100/130; Customs and immigration services: available; Navigation aids: NDB 255 KHz (test basis), Loc 19°28'N/70°44'W, ID STO; Radio communication: VHF -118.3 MHz. Runway--Designation: 12/30; Dimensions: 1585M x 48M; Surface: Asphalt; Strength: 22,000 lb. SIWL; Strip: Inadequates; Runway Lighting: Edge, Threshold; Marking Aids: Runway Designators, Runway Centerline, Threshold; Visual Ground Aids: Wind Direction Indicator, Aerodrome Beacon; Area Obstruction: Hill to the E and ESE.
No other data available. (II-06/79)

AIRPORTS OF DE LAS AMERICAS, LA ROMANA OR CIBAO: The only requirement for private aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana or Cibao, is sending the corresponding flight plan. The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana, or Cibao, must obtain permission with at least 72 working hours in advance, via cable from DIRAVIC, Santo Domingo, Dominican Republic. (II-07/79)

DE LAS AMERICAS INTL AP.-NEW RADIO ADI IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new measuring equipment DME, associated with CDO VOR 114.7 MHz, with the following characteristics:

Location : 18°25'59'/69°40'02'W
Idenfification VOR/DME: CDO
Channel DME : 94X
Coverage VOR/DME: 200 NM
Hours Operation: H24
(II-09/79)

PUERTO PLATA-SHUTDOWN OF OLD VOR PTA 115.1 MHz: With effect August 17, 1979, the old VOR PTA 115.1 MHz, located 19°43'46"n/70°38'35"W, has been shutdown. (II-10/79)

PUERTO PLATA AP.-NEW RADIO AID IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new omnidirectional radio beacon and distance measuring equipment VOR/DME at the new airport in construction IA UNION Puerto Plata, with the following characteristics:

Location: 19°45'30.41"N/70°34'17.66"W
Identification VOR/DME: PTA
Frequency VOR: 115.1 MHz
Channel DME: 98X
Coverage VOR/DME: 200 NM
Hours Operation: H24
Usable for enroute navigation and APCH.
DME unusuable from 115° to 290° below 8,000 ft. beyond 35 NM. (II-11/79)

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:
COORDINATES -16°00'00"N 70°44'31"W
DESIGNATOR -VESKA
COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-12/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-21/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab

tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
- aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
- aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

    a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

    b. Flights operating predominantly in an East-West direction:

        i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

        ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

    c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

        i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

        ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

        iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

    d. Flights operating predominantly in North-South direction:

        i) For flights whose flight path are predominantly oriented in a NorthSouth direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an EastWest direction to report its position at any of the intermediate meridians spaced at intervals of:

    a. 10° of longitude South of 70°N (between 5°W and 65°W), and

    b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

- GODTHAB/NUUK, GREENLAND: Aerodrome available for international traffic. VFR only. Twelve hours prior notice required. (AIP AMD 42)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

ATS ROUTE-G86: Reference AIP -HONG KONG page RAC 3-6. With effect from 29th November 1979, ATS Route G86 will become one-way route available to eastbound traffic only. (II-A05/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:

1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E -2210N 11450E -Hong Kong withdrawn from service.

2. Route description. i) Southbound route -Guangzhou -Shilong ("LQ" NDB) -2232N 11406E (RUMET) -"HKG" NDB -Hong Kong. Transfer-of-control is at RUMET. ii) Northbound route -Hong Kong -"CH" VOR -2221.5N 11352E (TEGAL) -2224.5N 11348E (Neilingding Dao) -Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A04/80)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green -62 and to provide for a two one way routing system east of Jakarta, the following redesignation of ATS route Green -62 and establishment of ATS route Green -61 will be effected.

2. The route segment Jakarta -Madin (06.08 S/110.23E) -Surabaya previously identified as Green -62 to be redesignated as Green -61 with the following specifications:

AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) -Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) -SBY VOR (07.21 S/112.46.50 E).

BB. Lower limit FL 245; upper limit FL 460.

CC. Controlling authority: Jakarta ACC.

DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as Green - 62 with the following specifications:

AA. Reporting points DPS VOR (08.48.40S/115.09.25E) -Sby vor (07.21.20S/112.46.50 E) -OC NDB -"CA" NDB (06.43S/108.34 E) -HLM VOR (06.24,2S/106.53.08,8 E).

BB. Lower limit FL 245; upper limit FL 460.

CC. Controlling authority: Jakarta ACC.

DD. This route shall be used westbound Traffic from Denpasar to Halim VOR. (II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centre line of the airways while within the Iraqi territories, acft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against acft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.

(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."

(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.

(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.

(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.

Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAI. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.

2. On trial basis it is in force the following:

a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;

b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:

a. until crossing FL100 departing from aerodromes located within Milano TMA;

b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.

(II-3/80)

JAMAICA

SPECIAL NOTICE--Kingston radio remains dcmsnd, however, air/ground freq 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-

hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit -4500 feet AMSL

Controlling Authority -Kingston Area Control Center

Transition level -FL 50

Transition altitude -4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace -Instrument Restricted).
b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace -Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.
2. Effective Daily Time Frame.
   Within Tokyo FIR: 1200Z-1700Z
   Within Honolulu FIR: 1300Z-2100Z
3. Usable Flight Levels. All IFR flight levels at or above FL290.
4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.
5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:

a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:

Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.

Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:

(a) On Airway B39 -10 minutes from Nairobi UTA.

(b) On ADR DA10 -10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended.

   The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:

   UNL

   GND
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will

not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:
1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:
(i) Extension of Airway W3;
(ii) Redesignation of Airway W3 and Airway W6; and
(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.
2. Extension of Airway W3:
2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:
2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.
2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460
3. Redesignation of Airway W6 and Airway W3:
3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).
4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:
4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements.
(Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643 S 572153 E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.
(II-A10/79)

NETHERLANDS

HILVERSUM AIRPORT: The following runways have been established in lieu of "All Ways" (AW) landings--13-31 (750 x 50m), 05-23 (660 x 50m), and 18-36 (700 x 50m). The establishment of the runways is temporary and on a trial basis in order to fight possible noise disturbance for people living in the surroundings of the aerodrome. During this period the aerodrome will be available on prior permission only. (II-65/78)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:
   a. Position, flight level and time at which the deviation from the route is expected to be made.
   b. Direction and distance upto which the aircraft is likely to deviate from the route.
   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-4/79)

KARACHI: During the recent past numerous flights from Delhi bound for Lahore/Chakala have flight planned to operate via over-head a place named Anupgarh in Delhi FIR and then direct to Multan in Lahore FIR. It is notified that no such route segment has been established in Pakistan airspace. All Pilots therefore should not flight plan operations on such a route segment. All flights to Lahore/Chaklala shall operate strictly on any of the following established ATS routes while operating in Pakistan air space:

1. Via R60 (i.e. 3047N 7412E-Lahore-3246N 7316E-Chaklala).

2. Via G52 (i.e. 2828N 7215E-Rahimyar Khah-Dahore-3246N 7316E-Chaklala).

All pilots are warned that aircraft entry from East at any point other than along the established ATS routes would be regarded as Pakistan airspace violation.
(II-14/79)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-15/79)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-29/79)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: Radar system in Perico Island. Due to the establishment of enroute radar air traffic control service, radar separation standards now apply within a 200 NM radius of Perico Island (coordinates 08°54'47"N, 079°31'29"W). The radar system will not have primary target or weather services available beyond 60 NM. Any aircraft desiring radar services beyond 60 NM must have an operating transponder.
(II-54/78)

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: SUPERIOR LIMIT OF PANAMA TERMINAL CONTROL AREA (TMA)--Effective September 1, 1978, Superior Limit of the Panama Terminal Control Area (6000 ft. MSL) has been changed to 9000 ft. MSL. (II-52/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft below 10,000 ft. Mode A/3 Code 1200. VFR aircraft at and above 10,000 ft. Mode A/3 Code 1400. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

NEW NON-COMPULSORY REPORTING POINTS: Effective June 14, 1979, Non-Compulsory Reporting Points will be established as follows:

1) EKENA 13°41'N 078°10'W (Route UB 11).
2) TOLIN 13°20'N 079°20'W (Route UB 8).
3) ITANA 13°02'N 080°16'W (Route UG 4).
4) OPLOS 13°30'N 078°47'W (Route UB 10).

(II-21/79)

CHANGES ON NATIONALS ATS ROUTES: Effective September 18, 1979, Nationals ATS Routes have been changed as follow:

Route V 12:

1. Reporting Points GORDA and CHANGUINOLA eliminated.
2. Santa Cruz-Bocas del Toro Section:
    a) Distance: 148 NM
    b) MEA: 6000 ft. MSL
3. Bocas del Toro-Changuinola Section eliminated.

Route V 15:

1. Reporting Points REYNA and GARZON eliminated.
2. Blanco-Bocas del Toro Section:
    a) Distance: 31 NM
3. Sombrero-Bocas del Toro Section:
    a) MEA: 9000 ft. MSL

Route V 16:

1. Reporting Point DORA eliminated.
2. Arenosa-Bocas del Toro Section:
    a) Distance: 140 NM
    b) MEA: 7000 ft. MSL

Route V 17:

1. Reporting Points MANGO and LOBO eliminated.
2. Nance-Bocas del Toro Section:
    a) Distance: 38 NM
    b) MEA: 9600 ft. MSL

Route V 29:

1. Reporting Point TIGRE eliminated.
2. Masueto-Bocas del Toro Section:
    a) Distance: 110 NM
    b) MEA: 5000 ft. MSL.

(II-39/79)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-

17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

PORTUGAL

NAT REGION-"FUEL CONSERVATION"

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region on a trial basis:

> On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the Pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.
>
> EXAMPLE: PA101 5100N 30W 0346 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-67/80)

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE

For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES

The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA

1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;

2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;

3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.

1. Pilots should request oceanic clearances zt least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;

2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;

3. Requests for clearances should include the following information:

a. Call sign;

b. Present and requested flight level;

c. Coordinates of OCA entry point and an accurate estimate for this point, and;

d. Any change to filed Flight Plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. **ROUTE DESIGNATION**

1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67); 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. **FLIGHT LEVEL UTILIZATION**

2.1 Appropriate to direction of flight.

3. **FLIGHT PLANNING**

3.1 Flights to/from/over the Caribbean area estimated to cross 30W:

3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;

3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.

3.2 Random flight planning during other hours is acceptable.

3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.

3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. **AIR TRAFFIC PROCEDURES**

4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;

4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.

4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.

4.4 AIC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.

4.5 Aircraft operating on the defined route system shall report over the latitude/longitude points specified in 1.1 or 1.2 above.

(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.

2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.

3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH

102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FI80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-

26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR

"TOU" is not usable until further notice. (II-523/78)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWEDEN

KARLSTAD AERODROME--LOCAL FLYING RESTRICTIONS: In order to minimize noise disturbances at KARLSTAD aerodrome the following restriction applies for the use of runway 18/36:

> Propeller aircraft with an AUW exceeding 5700 kilos and jet aircraft are only permitted to take-off from runway 36 and land on runway 18 when wind conditions at the traffic situation so require.
> (II-1089/80)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP -East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and OLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

DUBAI: Until further notice AVGAS will only be available at Dubai Airport by prior arrangement with British Petroleum. (Bahrain II-039/79)

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

UNITED KINGDOM

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:

1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

BIRMINGHAM AIRPORT: The hours of attendance by Customs and Excise at this Airport are as follows:

1st April-31st October: Daily, 24 hours.
1st November-31st March: Daily (except Christmas Day), 0730-2400.
(II-A190/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details).
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAMBIA

SPECIAL NOTICE: PROHIBITED AREA P21--A new prohibited area has been designated P21, position 14'38"S 28'49"E and radius is five nautical miles centered on the above coordinates, danger height is from ground to FL 100. Pilots at or below FL 100 to route clear of the area and ATC must route aircraft away from P21. (II-A07/78)

SPECIAL NOTICE: LOCATION INDICATORS--Lilayi Aerodrome has been assigned a location indicator. The aerodrome is now FLLY and Luanshya now becomes FLLA. (II-A08/78)

SPECIAL NOTICE: NDB LY 235 KHz--An NDB has been installed at Lilayi Aerodrome on the extended centerline of Rwy 11. Position 15°30'S/28°15'E. The NDB code LY has replaced LS, the former south beacon. Radiating power is 80 watts. Comments on range from pilots is most welcome.
(II-A10/78)

LUSAKA FIR NON-SCHEDULED FLIGHTS: The Zambian airspace is closed to all non-scheduled flights until further notice. For those operators wishing to operate into and overfly Zambia must apply to the Commander Zambia National Defence Force giving ten (10) days prior notice and approval must be received by the applicant before a flight is undertaken. Also a temporary air service permit must be obtained in addition from the Ministry of Transport and Power and Communications, P. O. Box RW 65, Lusaka, Zambia. Telex. MPIC ZA 41680. The application must include the following:

(A) Pilot's name

- (B) Operator's name and address
- (C) Type of aircraft and registration marks
- (D) Route or area of operation
- (E) Purpose of flight, dates, timings, etc.

All applications are directed to the Commander Zambia National Defence Force. (II-7/79)

LUSAKA FIR TRAFFIC ON DR 38 AND DA 10: With immediate effect the upper limit of DR 38 has been raised to FL 330 and DA 10 from FL 330 to unlimited. Operators are requested to note the change in the Lusaka FIR. Traffic on DR 38 eastbound must use levels from FL 330 and below, westbound must use flight levels from FL 310 and below. Traffic on DA 10 Nairobi to Jan Smuts must use flight levels from FL 350 and above and from Jan Smuts to Nairobi must use flight levels from FL 370 and above. (II-8/79)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved.
(DOS 8/31/79)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia.
(DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

Cancun
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Matamoros
Mexicali
Nogales
Nueva Laredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong.

The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.)
Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.
*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.

The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small acft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information is effective. This information amends the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 3, dated January, 1980.

A. MODIFICATIONS

SECTION I - NAR EASTBOUND ROUTES

(A) Common Portion (Eastbound)

NAR Designator	Inland Navigation Facility	Route Description	Coastal Fix
NA1	Winny	R56	Slatn
NA3	Nantucket	J62	Poggo

(B) Non-Common Portion (Eastbound)

No Changes.

SECTION II - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA2	Slatn	J97	Nantucket
NA4	Poggo	Direct	Hyannis

(B) Non-Common Portion (Westbound)

VIA BOSTON

Non-Common Portions from Boston

Boston	Norwich Saybrook 3 Arrival	Kennedy

VIA HERIN

Non-Common Portions from Herin

Herin	J174 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

SECTION II - NAR WESTBOUND ROUTES (Cont'd)

(B) Non-Common Portion (Westbound) (Cont'd)

VIA HYANNIS

Non-Common Portions from Hyannis

Hyannis	Hyannis Transition Suffolk 3 Arrival	Kennedy

VIA KENNEBUNK

Non-Common Portions from Kennebunk

Kennebunk	Kennebunk Transition Saybrook 3 Arrival	Kennedy

VIA NANTUCKET

Non-Common Portions from Nantucket

Nantucket	Nantucket 308 Radial J150 Hampton Suffolk 3 Arrival	Kennedy

VIA YARMOUTH

Non-Common Portions from Yarmouth

Yarmouth	HL585 J585 J150 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

B. ADDITIONS

No Changes

C. DELETIONS

No Changes

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:
a) U.K. SOUTH-EAST;
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
- a) Yugoslavia (except Belgrade), Greece
- b) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
- a) U.K. South-east, Belgium, London/Gatwick
- b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)

Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) France, Switzerland
- c) U.K. North, Netherlands

Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) U.K. North, Netherlands
- c) France, Switzerland

Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
- a) Northern Germany (Federal Republic of Germany)
- b) Stuttgart (via Austria)

Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic

pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
   A. To Jeddah via B55W Golbi -Silno -Malaga -Raghba -G53 -Jeddah or A1 -Silno -G53W -Riyadh - G53 -Jeddah.
   B. From Jeddah B57 -Darb -Afif -Riyadh -G53E -Dhahran or Jeddah -B57 -Quasumah.
   C. Inbound FL 310 or above.
   D. Outbound via Gassim -B57 -Qaisumah FL 290 and below or via Riyadh -G53E -Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.
   A. To Jeddah via A60.
   B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina -A60.
   C. Inbound FL 310 to Jeddah.
   D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.
   A. To Jeddah. W22 -Medina -A60 -Jeddah.
   B. From Jeddah. Via Majed thence MAD 158R to Medina W22.
   C. Flight levels to be determined.

4. Traffic from/to Cairo Area.
   A. To Jeddah. Via Luxor -R39 -Jeddah.
   B. From Jeddah. A26 -Alwajh -W4 -Luxor.
   C. Inbound flight level unrestricted.
   D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.
   A. To Jeddah. Khartoum -G498 -Jeddah.
   B. From Jeddah. G49 -Khartoum.
   C. Flight levels to be determined.

6. Traffic from/to Kuwait.

A. To Jeddah or Riyadh. Golbi -Magala -Raghba -G53 -Jeddah.
B. From Jeddah. B57 -Quaisumah.
C. Inbound to Jeddah / Riyadh FL 310 and above.
D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.
E. Inbound overflying Jeddah B54 -HIL -A60 FL 310 and above.
(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:
Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.
(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A036/79)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de

Roraima all movement must be informed to COMAR ONE. (II-20/79)

BRASILIA (DF) - PROCEDURE IN TERMINAL: Aircraft approaching or departing from BRASILIA Terminal with visual flight plan shall compulsorily call CONTROL BRASILIA. An approaching aircraft shall establish contact at the entrance of Terminal, frequency 119.2 MHz, a departing aircraft shall establish contact, as soon as liberated by the TWR, frequency 120.0 MHz. (II-442/80)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

ANTOFAGASTA CERRO MORENO INTL AP (FUEL): Aviation fuel available between 1330/2230 GMT. Other hours on request with one hour in advance. (II-A1/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   - (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   - (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   - (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   - (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   - (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   - (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   - (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   - (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   - (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   - (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   - (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;
   - (10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

     Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.
3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.
4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

CIBAO AP.-OPENING TO INTERNATIONAL AIR TRAFFIC: With effect July 1, 1979, has been authorized for international air traffic passengers, cargo and mail operations, the CIBAO AP, located in Santiago city, Dominican Republic. The characteristics of utilization are the following:
Coordinates: 19°28'N/70°42'W; Elevation: 125M; Operating hours: HJ; Administrative authority: Administracion del Aeropuerto Intl. CIBAO; Postal address: Aeropuerto Intl. CIBAO, Santiago, Dominican Republic; Fuel: 100/130; Customs and immigration services: available; Navigation aids: NDB 255 KHz (test basis), Loc 19°28'N/70°44'W, ID STO; Radio communication: VHF -118.3 MHz. Runway--Designation: 12/30; Dimensions: 1585M x 48M; Surface: Asphalt; Strength: 22,000 lb. SIWL; Strip: Inadequates; Runway Lighting: Edge, Threshold; Marking Aids: Runway Designators, Runway Centerline, Threshold; Visual Ground Aids: Wind Direction Indicator, Aerodrome Beacon; Area Obstruction: Hill to the E and ESE.
No other data available. (II-06/79)

AIRPORTS OF DE LAS AMERICAS, LA ROMANA OR CIBAO: The only requirement for private aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana or Cibao, is sending the corresponding flight plan. The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the international airports of De Las Americas, La Romana, or Cibao, must obtain permission with at least 72 working hours in advance, via cable from DIRAVIC, Santo Domingo, Dominican Republic. (II-07/79)

DE LAS AMERICAS INTL AP.-NEW RADIO ADI IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new measuring equipment DME, associated with CDO VOR 114.7 MHz, with the following characteristics:

Location : 18°25'59'/69°40'02'W
Idenfification VOR/DME: CDO
Channel DME : 94X
Coverage VOR/DME: 200 NM
Hours Operation: H24
(II-09/79)

PUERTO PLATA-SHUTDOWN OF OLD VOR PTA 115.1 MHz: With effect August 17, 1979, the old VOR PTA 115.1 MHz, located 19°43'46"n/70°38'35"W, has been shutdown. (II-10/79)

PUERTO PLATA AP.-NEW RADIO AID IN SERVICE: With effect August 17, 1979, it has been commissioned into service a new omnidirectional radio beacon and distance measuring equipment VOR/DME at the new airport in construction IA UNION Puerto Plata, with the following characteristics:

Location: 19°45'30.41"N/70°34'17.66"W
Identification VOR/DME: PTA
Frequency VOR: 115.1 MHz
Channel DME: 98X
Coverage VCR/DME: 200 NM
Hours Operation: H24
Usable for enroute navigation and APCH.
DME unusuable from 115° to 290° below 8,000 ft. beyond 35 NM. (II-11/79)

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:
COORDINATES -16°00'00"N 70°44'31"W
DESIGNATOR -VESKA
COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-12/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
  Ident: Ambar 36
  Significant Points: 19-45-30N/ 070-34-18W
  Magnetic Track: 300
  Distance: 79 NM
  MEA: 8000 ft.
  Width: 20 NM
  Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
  Significant Points: 20-15-54N/ 071-51-29W
  Magnetic Track: 298
  Distance: 21 NM
  MEA: 4000 ft.
  Remark: Compulsory; to

Reporting Point: ALBEE
  Significant Points: 20-24-00N/ 072-12-25W
  Magnetic Track: 298
  Distance: 89 NM
  MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)

Significant Points: 20-57-35N/ 073-40-39W
(II-21/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab

tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444-RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444-RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444-RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

    a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

    b. Flights operating predominantly in an East-West direction:

        i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

        ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

    c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

        i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

        ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

        iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

    d. Flights operating predominantly in North-South direction:

        i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

    a. 10° of longitude South of 70°N (between 5°W and 65°W), and

    b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

- GODTHAB/NUUK, GREENLAND: Aerodrome available for international traffic. VFR only. Twelve hours prior notice required. (AIP AMD 42)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

ATS ROUTE-G86: Reference AIP -HONG KONG page RAC 3-6. With effect from 29th November 1979, ATS Route G86 will become one-way route available to eastbound traffic only. (II-A05/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:

1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E -2210N 11450E -Hong Kong withdrawn from service.

2. Route description. i) Southbound route -Guangzhou -Shilong ("LQ" NDB) -2232N 11406E (RUMET) -"HKG" NDB -Hong Kong. Transfer-of-control is at RUMET. ii) Northbound route -Hong Kong -"CH" VOR -2221.5N 11352E (TEGAL) -2224.5N 11348E (Neilingding Dao) -Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A04/80)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.

NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

AVAILABILITY OF AVGAS:
AVGAS 115/145 octane is not available from 27-3-1979 UFN.
AVGAS 100/130 octane is not available from 9-11-1979 UFN. (II-6/80)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green -62 and to provide for a two one-way routing system east of Jakarta, the following redesignation of ATS route Green -62 and establishment of ATS route Green -61 will be effected.

2. The route segment Jakarta -Madin (06.08 S/110.23E) -Surabaya previously identified as Green -62 to be redesignated as Green -61 with the following specifications:
AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) -Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) -SBY VOR (07.21 S/112.46.50 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as Green - 62 with the following specifications:
AA. Reporting points DPS VOR (08.48.40S/115.09.25E) -Sby vor (07.21.20S/112.46.50 E) -OC NDB -"CA" NDB (06.43S/108.34 E) -HLM VOR (06.24,2S/106.53.08,8 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used westbound Traffic from Denpasar to Halim VOR.
(II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft.
(II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against acft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz. (II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition,

has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course.
(II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.
(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."
(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.
(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.
(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.
1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.
2. On trial basis it is in force the following:
a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:
(1) 250 KT IAS at FL100 or below;
(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;
(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;
(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.
3. Furthermore, Roma and Milano radar may request pilots:
a. to adjust speed in a specific manner during the intermediate approach;
b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.
4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:
a. until crossing FL100 departing from aerodromes located within Milano TMA;
b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.
(II-3/80)

JAMAICA

SPECIAL NOTICE--Kingston radio remains dcmsnd, however, air/ground freq 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit -4500 feet AMSL

Controlling Authority -Kingston Area Control Center

Transition level -FL 50

Transition altitude -4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace -Instrument Restricted).
b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace -Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC,. shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80ºW
1200Z-0200Z	128.1 MHz	east of 80ºW
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80ºW which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.
   Within Tokyo FIR: 1200Z-1700Z
   Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:
Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.
Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:
(a) On Airway B39 -10 minutes from Nairobi UTA.
(b) On ADR DA10 -10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

EAST AFRICA FIR: In Kenya uplifts of AVGAS 100/130 is restricted to seventy percent of the customers' requirements. Limited stock would be available for visiting customers who should inquire of the availability before coming to Kenya. (II-74/80)

EAST AFRICA FIR: All aircraft entering East Africa FIR above FL 145 are required to Squawk 3/A 2000 with altitude until further notice. (II-76/80)

EAST AFRICA FIR: Airways A40/UA40 between Entebbe and Nairobi is operative 0400/1500 hours daily until further notice. (II-77/80)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:

   $\frac{\text{UNL}}{\text{GND}}$
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRO", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.

Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound. (II-A10/79)

NETHERLANDS

HILVERSUM AIRPORT: The following runways have been established in lieu of "All Ways" (AW) landings--13-31 (750 x 50m), 05-23 (660 x 50m), and 18-36 (700 x 50m). The establishment of the runways is temporary

and on a trial basis in order to fight possible noise disturbance for people living in the surroundings of the aerodrome. During this period the aerodrome will be available on prior permission only.
(II-65/78)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:
1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft.
(II-36/79)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:
   a. Position, flight level and time at which the deviation from the route is expected to be made.
   b. Direction and distance upto which the aircraft is likely to deviate from the route.
   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-4/79)

KARACHI: During the recent past numerous flights from Delhi bound for Lahore/Chakala have flight planned to operate via over-head a place named Anupgarh in Delhi FIR and then direct to Multan in Lahore FIR. It is notified that no such route segment has been established in Pakistan airspace. All Pilots therefore should not flight plan operations on such a route segment. All flights to Lahore/Chaklala shall operate strictly on any of the following established ATS routes while operating in Pakistan air space:

1. Via R60 (i.e. 3047N 7412E-Lahore-3246N 7316E-Chaklala).

2. Via G52 (i.e. 2828N 7215E-Rahimyar Khah-Dahore-3246N 7316E-Chaklala).

All pilots are warned that aircraft entry from East at any point other than along the established ATS routes would be regarded as Pakistan airspace violation.
(II-14/79)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi

Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-15/79)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-29/79)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft below 10,000 ft. Mode A/3 Code 1200. VFR aircraft at and above 10,000 ft. Mode A/3 Code 1400. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

PORTUGAL

NAT REGION-"FUEL CONSERVATION"
1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region on a trial basis:

> On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the Pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.
>
> EXAMPLE: PA101 5100N 30W 0346 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-67/80)

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE
For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES
The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA
1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.
1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;
2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;
3. Requests for clearances should include the following information:
a. Call sign;
b. Present and requested flight level;
c. Coordinates of OCA entry point and an accurate estimate for this point, and;
d. Any change to filed Flight Plan.
4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. ROUTE DESIGNATION
1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67); 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. FLIGHT LEVEL UTILIZATION

2.1 Appropriate to direction of flight.

3. FLIGHT PLANNING

3.1 Flights to/from/over the Caribbean area estimated to cross 30W:

3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;

3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.

3.2 Random flight planning during other hours is acceptable.

3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.

3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. AIR TRAFFIC PROCEDURES

4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;

4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.

4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.

4.4 AIC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.

4.5 Aircraft operating on the defined route system shall report over the latitude/-longitude points specified in 1.1 or 1.2 above.

(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.

2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.

3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:

(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.

The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:

020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWEDEN

KARLSTAD AERODROME--LOCAL FLYING RESTRICTIONS: In order to minimize noise disturbances at KARLSTAD aerodrome the following restriction applies for the use of runway 18/36:

Propeller aircraft with an AUW exceeding 5700 kilos and jet aircraft are only permitted to take-off from runway 36 and land on runway 18 when wind conditions at the traffic situation so require.
(II-1089/80)

SWITZERLAND

ZURICH AIRPORT - CLOSURE OF RWY 16/34 (WIP):

1. WEF 27 MAY 1980, 0600 GMT and UFN, RWY 16/34 will be closed due to WIP. (APRX 4 weeks)

2. Consequences for Scheduled and Non-scheduled Commercial Air Traffic:
   - 2.1 Departures according to schedule can be warranted to a certain extent on RWY 10/28 only.
   - 2.2 Departing short-haul and medium range flights on RWY 32 must expect considerable delays depending on the situation in the approach sector.
   - 2.3 ACFT without Noise-certificate departing for long-range flights of over 4000 km shall take off on RWY 32.
   - 2.4 No departures on RWY 14 authorized also during the restriction period.
   - 2.5 The Airport Authority may allow landings on RWY 32 in exceptional cases.

3. Consequences for General Aviation Flights (IFR and VFR):
   - 3.1 Zurich Airport shall be avoided if possible.
   - 3.2 During the peak-hours of the scheduled and the non-scheduled commercial air traffic considerable delays must be expected.
   - 3.3 Zurich Airport may be closed for short periods depending on the traffic situation.

(II-31/80)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP -East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and OLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

DUBAI: Until further notice AVGAS will only be available at Dubai Airport by prior arrangement with British Petroleum. (Bahrain II-039/79)

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

UNITED KINGDOM

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:

1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a

different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

BIRMINGHAM AIRPORT: The hours of attendance by Customs and Excise at this Airport are as follows:

1st April-31st October: Daily, 24 hours.
1st November-31st March: Daily (except Christmas Day), 0730-2400.
(II-A190/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details).
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY
(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAMBIA

SPECIAL NOTICE: PROHIBITED AREA P21--A new prohibited area has been designated P21, position 14'38"S 28'49"E and radius is five nautical miles centered on the above coordinates, danger height is from ground to FL 100. Pilots at or below FL 100 to route clear of the area and ATC must route aircraft away from P21. (II-A07/78)

SPECIAL NOTICE: LOCATION INDICATORS--Lilayi Aerodrome has been assigned a location indicator. The aerodrome is now FLLY and Luanshya now becomes FLLA. (II-A08/78)

SPECIAL NOTICE: NDB LY 235 KHz--An NDB has been installed at Lilayi Aerodrome on the extended centerline of Rwy 11. Position 15°30'S/28°15'E. The NDB code LY has replaced LS, the former south beacon. Radiating power is 80 watts. Comments on range from pilots is most welcome.
(II-A10/78)

LUSAKA FIR NON-SCHEDULED FLIGHTS: The Zambian airspace is closed to all non-scheduled flights until further notice. For those operators wishing to operate into and overfly Zambia must apply to the Commander Zambia National Defence Force giving ten (10) days prior notice and approval must be received by the applicant before a flight is undertaken. Also a temporary air service permit must be obtained in addition from the Ministry of Transport and Power and Communications, P. O. Box RW 65, Lusaka, Zambia. Telex. MPIC ZA 41680. The application must include the following:

(A) Pilot's name
(B) Operator's name and address
(C) Type of aircraft and registration marks
(D) Route or area of operation
(E) Purpose of flight, dates, timings, etc.

All applications are directed to the Commander Zambia National Defence Force.
(II-7/79)

LUSAKA FIR TRAFFIC ON DR 38 AND DA 10: With immediate effect the upper limit of DR 38 has been raised to FL 330 and DA 10 from FL 330 to unlimited. Operators are requested to note the change in the Lusaka FIR. Traffic on DR 38 eastbound must use levels from FL 330 and below, westbound must use flight levels from FL 310 and below. Traffic on DA 10 Nairobi to Jan Smuts must use flight levels from FL 350 and above and from Jan Smuts to Nairobi must use flight levels from FL 370 and above. (II-8/79)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved.
(DOS 8/31/79)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia.
(DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

Cancun
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Matamoros
Mexicali
Nogales
Nueva Laredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong.

The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.) Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:
    a. Track and ground speed checks.
    b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.
    c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.
    d. Position of heavy cloud in relation to the aircraft.
2. The procedure to be followed for the use of this service is as follows:
    a. Use the following VHF radio frequencies for contacting radar station:
        (1) 126.2 King Salmon and Fort Yukon, Alaska areas only.
        (2) 126.2 Northern DEW stations.
        (3) 133.2 for Icelandic military ADIZ.
        (4) 122.2 for other areas.
    b. Call "Radar Assistance."
    c. The subsequent call sign of the ground station will be the call sign given by the ground station.
    d. After communication has been established with ground radar station, request the service desired.
    e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.
    f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.
    g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.

*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.
The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small acft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

*U.S. GOVERNMENT PRINTING OFFICE: 1980-0-311-595/23

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information is effective. This information amends the NAR Routes as published in the International Flight Information Manual, Volume 27, Amendment Nr. 3, dated January, 1980.

A. MODIFICATIONS

SECTION I - NAR EASTBOUND ROUTES

(A) Common Portion (Eastbound)

NAR Designator	Inland Navigation Facility	Route Description	Coastal Fix
NA1	Winny	R56	Slatn
NA3	Nantucket	J62	Poggo

(B) Non-Common Portion (Eastbound)

No Changes.

SECTION II - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA2	Slatn	J97	Nantucket
NA4	Poggo	Direct	Hyannis

(B) Non-Common Portion (Westbound)

VIA BOSTON

Non-Common Portions from Boston

Boston	Norwich Saybrook 3 Arrival	Kennedy

VIA HERIN

Non-Common Portions from Herin

Herin	J174 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

SECTION II - NAR WESTBOUND ROUTES (Cont'd)

(B) Non-Common Portion (Westbound) (Cont'd)

VIA HYANNIS

Non-Common Portions from Hyannis

Hyannis	Hyannis Transition Suffolk 3 Arrival	Kennedy

VIA KENNEBUNK

Non-Common Portions from Kennebunk

Kennebunk	Kennebunk Transition Saybrook 3 Arrival	Kennedy

VIA NANTUCKET

Non-Common Portions from Nantucket

Nantucket	Nantucket 308 Radial J150 Hampton Suffolk 3 Arrival	Kennedy

VIA YARMOUTH

Non-Common Portions from Yarmouth

Yarmouth	HL585 J585 J150 Hyannis Hyannis Transition Suffolk 3 Arrival	Kennedy

B. ADDITIONS

No Changes

C. DELETIONS

No Changes

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

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FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should NOT be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
    --aircraft identification
    --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
    --aircraft identification
    --position
    --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:
a) U.K. SOUTH-EAST;
  Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
  North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
  Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
  a) Austria, Hungary, Romania, Bulgaria (via Hungary)
  b) Yugoslavia (except Belgrade), Greece
  c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
  a) Austria, Hungary, Romania, Bulgaria (via Hungary)
  b) Yugoslavia (except Belgrade), Greece
  c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
  a) Yugoslavia (except Belgrade), Greece
  b) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
  a) U.K. South-east, Belgium, London/Gatwick
  b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)
Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
  a) U.K. South-east, London/Heathrow, Belgium
  b) France, Switzerland
  c) U.K. North, Netherlands
Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
  a) U.K. South-east, London/Heathrow, Belgium
  b) U.K. North, Netherlands
  c) France, Switzerland
Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
  a) Northern Germany (Federal Republic of Germany)
  b) Stuttgart (via Austria)
Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA—VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic

pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR—DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
A. To Jeddah via B55W Golbi -Silno -Malaga -Raghba -G53 -Jeddah or A1 -Silno –G53W –Riyadh - G53 -Jeddah.
B. From Jeddah B57 -Darb -Afif -Riyadh -G53E -Dhahran or Jeddah -B57 -Quasumah.
C. Inbound FL 310 or above.
D. Outbound via Gassim -B57 -Qaisumah FL 290 and below or via Riyadh -G53E -Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.
A. To Jeddah via A60.
B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina -A60.
C. Inbound FL 310 to Jeddah.
D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.
A. To Jeddah. W22 –Medina –A60 -Jeddah.
B. From Jeddah. Via Majed thence MAD 158R to Medina W22.
C. Flight levels to be determined.

4. Traffic from/to Cairo Area.
A. To Jeddah. Via Luxor –R39 –Jeddah.
B. From Jeddah. A26 -Alwajh -W4 -Luxor.
C. Inbound flight level unrestricted.
D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.
A. To Jeddah. Khartoum –G498 –Jeddah.
B. From Jeddah. G49 -Khartoum.
C. Flight levels to be determined.

6. Traffic from/to Kuwait.

A. To Jeddah or Riyadh. Golbi -Magala -Raghba -G53 -Jeddah.

B. From Jeddah. B57 -Quaisumah.

C. Inbound to Jeddah / Riyadh FL 310 and above.

D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.

E. Inbound overflying Jeddah B54 -HIL -A60 FL 310 and above.
(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set hi transponder on the appropriate internationa code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.
(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Banglades territory and territorial water. (I A036/79)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

ATS ROUTE B 23 - SEA ISLE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the ATS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

BRAZIL

SPECIAL NOTICE—FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

BRASILIA (DF) - PROCEDURE IN TERMINAL: Aircraft approaching or departing from BRASILIA Terminal with visual flight plan shall compulsorily call CONTROL BRASILIA. An approaching aircraft shall establish contact at the entrance of Terminal, frequency 119.2 MHz, a departing aircraft shall establish contact, as soon as liberated by the TWR, frequency 120.0 MHz. (II-44Z/80)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;
(2) for operating limitations reasons;
(3) if encountering icing conditions; and
(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;
(2) if necessary to accommodate traffic flows;
(3) if necessary to accommodate the need(s) of adjacent unit/sector;
(4) if necessary to effectively utilize available airspace; and
(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;
(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or
(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;
(2) is conducting a flight check of a NAVAID;
(3) is operating with an airspace reservation; or
(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

ANTOFAGASTA CERRO MORENO INTL AP (FUEL): Aviation fuel available between 1330/2230 GMT. Other hours on request with one hour in advance. (II-A1/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border—Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)—Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong—2230N 11450E—2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)—TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'—Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;
   (10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.
   Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.
3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.
4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB—ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:
COORDINATES -16°00'00"N 70°44'31"W
DESIGNATOR -VESKA
COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-12/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-21/80)

DOMINICAN REPUBLIC: With immediate effect until further notice, all SSB Transponder equipped aircraft flying within MDSD FIR before entering MJSJ FIR will operate code 2100 when flying FL 240 or above and code 1100 when flying FL 230 or below, if possible. (II-36/80)

DOMINICAN REPUBLIC: All aircraft on route from MDSD and destined to Europe must fly B20 to reporting point ANTEX before entering MJSJ FIR and then continue the planified route. (II-37/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:
1) position NUBAR 2200N 3145E.
2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.
3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE—WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa—heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara—heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5—2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of

the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned.

To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally

be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

b. Flights operating predominantly in an East-West direction:

   i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

   ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

   i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

   ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

   iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

   i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

GUYANA

TIMEHRI INTL ARPT—Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light	
	2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light	
	5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium	
	10,000 KG—less than 32,000 KG	25,000,000 (25 million)
(4)	Medium	
	32,000 KG—less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy	
	100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy	
	170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their

clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:
1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E -2210N 11450E -Hong Kong withdrawn from service.

2. Route description. i) Southbound route -Guangzhou -Shilong ("LQ" NDB) -2232N 11406E (RUMET) -"HKG" NDB -Hong Kong. Transfer-of-control is at RUMET. ii) Northbound route -Hong Kong -"CH" VOR -2221.5N 11352E (TEGAL) -2224.5N 11348E (Neilingding Dao) -Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A04/80)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

AVAILABILITY OF AVGAS:
AVGAS 115/145 octane is not available from 27-3-1979 UFN.
AVGAS 100/130 octane is not available from 9-11-1979 UFN. (II-6/80)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green -62 and to provide for a two one-way routing system east of Jakarta, the following redesignation of ATS route Green -62 and establishment of ATS route Green -61 will be effected.

2. The route segment Jakarta -Madin (06.08 S/110.23E) -Surabaya previously identified as Green -62 to be redesignated as Green -61 with the following specifications:
AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) -Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) -SBY VOR (07.21 S/112.46.50 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as Green - 62 with the following specifications:
AA. Reporting points DPS VOR (08.48.40S/115.09.25E) -Sby vor (07.21.20S/112.46.50 E) -OC NDB -"CA" NDB (06.43S/108.34 E) -HLM VOR (06.24,2S/106.53.08,8 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used westbound Traffic from Denpasar to Halim VOR. (II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES—For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR—The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz. (II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2–1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.

(b) On page COM 2–2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."

(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.

(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.

(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3–10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3–2 to 3–4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control.

Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.
1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.
2. On trial basis it is in force the following:
a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:
(1) 250 KT IAS at FL100 or below;
(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;
(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;
(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.
3. Furthermore, Roma and Milano radar may request pilots:
a. to adjust speed in a specific manner during the intermediate approach;
b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.
4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:
a. until crossing FL100 departing from aerodromes located within Milano TMA;
b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.
(II-3/80)

JAMAICA

SPECIAL NOTICE--Kingston radio remains decommissioned, however, air/ground frequency 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures.
(II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs

Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit -4500 feet AMSL

Controlling Authority -Kingston Area Control Center

Transition level -FL 50

Transition altitude -4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace -Instrument Restricted).

b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace -Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.
Within Tokyo FIR: 1200Z-1700Z
Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:

a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:

Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.

Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:

(a) On Airway B39 -10 minutes from Nairobi UTA.

(b) On ADR DA10 -10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

EAST AFRICA FIR: In Kenya uplifts of AVGAS 100/130 is restricted to seventy percent of the customers' requirements. Limited stock would be available for visiting customers who should inquire of the availability before coming to Kenya. (II-74/80)

EAST AFRICA FIR: All aircraft entering East Africa FIR above FL 145 are required to Squawk 3/A 2000 with altitude until further notice. (II-76/80)

EAST AFRICA FIR: Airways A40/UA40 between Entebbe and Nairobi is operative 0400/1500 hours daily until further notice. (II-77/80)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC—For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E—32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E—32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:
   $\frac{\text{UNL}}{\text{GND}}$
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRO", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will

not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;
(ii) Redesignation of Airway W3 and Airway W6; and
(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements.
(Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:
Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.
(II-A10/79)

NETHERLANDS

HILVERSUM AIRPORT: The following runways have been established in lieu of "All Ways" (AW) landings--13-31 (750 x 50m), 05-23 (660 x 50m), and 18-36 (700 x 50m). The establishment of the runways is temporary and on a trial basis in order to fight possible noise disturbance for people living in the surroundings of the aerodrome. During this period the aerodrome will be available on prior permission only.
(II-65/78)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:
   a. Position, flight level and time at which the deviation from the route is expected to be made.
   b. Direction and distance upto which the aircraft is likely to deviate from the route.
   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-4/79)

KARACHI: During the recent past numerous flights from Delhi bound for Lahore/Chakala have flight planned to operate via over-head a place named Anupgarh in Delhi FIR and then direct to Multan in Lahore FIR. It is notified that no such route segment has been established in Pakistan airspace. All Pilots therefore should not flight plan operations on such a route segment. All flights to Lahore/Chaklala shall operate strictly on any of the following established ATS routes while operating in Pakistan air space:

1. Via R60 (i.e. 3047N 7412E-Lahore-3246N 7316E-Chaklala).

2. Via G52 (i.e. 2828N 7215E-Rahimyar Khah-Dahore-3246N 7316E-Chaklala).

All pilots are warned that aircraft entry from East at any point other than along the established ATS routes would be regarded as Pakistan airspace violation.
(II-14/79)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-15/79)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-29/79)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with

Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft below 10,000 ft. Mode A/3 Code 1200. VFR aircraft at and above 10,000 ft. Mode A/3 Code 1400. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

PORTUGAL

NAT REGION-"FUEL CONSERVATION"

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region on a trial basis:

> On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the Pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.
>
> EXAMPLE: PA101 5100N 30W 0346 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for

other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-67/80)

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE

For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES

The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA

1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;

2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;

3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES; In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.

1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;

2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;

3. Requests for clearances should include the following information:

a. Call sign;
b. Present and requested flight level;
c. Coordinates of OCA entry point and an accurate estimate for this point, and;
d. Any change to filed Flight Plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. ROUTE DESIGNATION

1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67); 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. FLIGHT LEVEL UTILIZATION

2.1 Appropriate to direction of flight.

3. FLIGHT PLANNING

3.1 Flights to/from/over the Caribbean area estimated to cross 30W:

3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;

3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.

3.2 Random flight planning during other hours is acceptable.

3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.

3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. AIR TRAFFIC PROCEDURES

4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;

4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.

4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.

4.4 AIC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.

4.5 Aircraft operating on the defined route system shall report over the latitude/-longitude points specified in 1.1 or 1.2 above.

(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.
2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.
3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR—JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR—REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53—P34—R39—G43—G49—G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz.

(2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH—INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

TENERIFE AD. - FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. - UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRB (RAC 3.2-27 REF) is established as shown below:

	TUDELA INT 4159N 0132W		
		056 236	78 144
UIR MADRID UIR FRANCIA	UIRB 4248N 0009W		

PINA INT is cancelled on this airway. (II-277/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWEDEN

KARLSTAD AERODROME—LOCAL FLYING RESTRICTIONS: In order to minimize noise disturbances at KARLSTAD aerodrome the following restriction applies for the use of runway 18/36:

> Propeller aircraft with an AUW exceeding 5700 kilos and jet aircraft are only permitted to take-off from runway 36 and land on runway 18 when wind conditions at the traffic situation so require.
> (II-1089/80)

SWITZERLAND

ZURICH AIRPORT – CLOSURE OF RWY 16/34 (WIP):

1. WEF 27 MAY 1980, 0600 GMT and UFN, RWY 16/34 will be closed due to WIP. (APRX 4 weeks)
2. Consequences for Scheduled and Non-scheduled Commercial Air Traffic:
   - 2.1 Departures according to schedule can be warranted to a certain extent on RWY 10/28 only.
   - 2.2 Departing short-haul and medium range flights on RWY 32 must expect considerable delays depending on the situation in the approach sector.
   - 2.3 ACFT without Noise-certificate departing for long-range flights of over 4000 km shall take off on RWY 32.
   - 2.4 No departures on RWY 14 authorized also during the restriction period.
   - 2.5 The Airport Authority may allow landings on RWY 32 in exceptional cases.
3. Consequences for General Aviation Flights (IFR and VFR):
   - 3.1 Zurich Airport shall be avoided if possible.
   - 3.2 During the peak-hours of the scheduled and the non-scheduled commercial air traffic considerable delays must be expected.
   - 3.3 Zurich Airport may be closed for short periods depending on the traffic situation.

(II-31/80)

GENEVA-COINTRIN AIRPORT – NOISE ABATEMENT AT THE GENERAL AVIATION CENTRE (GAC): Restrictions of use at the General Aviation Centre will come into force WEF 12 JUN 1980 as follows:

1. Aeroplanes of over 15000 kg Maximum Take-off Weight shall no more have access to the GAC, with the exception of:
   - 1.1 General Aviation aeroplane types in excess of this weight but which are considered as causing a low noise level and are approved by the Airport Authority;
   - 1.2 General Aviation aeroplane types in excess of this weight but on which technical work has to be executed within the workshop area of TRANSAIR (Suisse) SA.
2. At the General Aviation Centre, the following regulation is applicable to the use of Auxiliary Power Units (APU):
   - 2.1 at the maximum 15 minutes prior to the aeroplane's departure;
   - 2.2 at the maximum 5 minutes after the aeroplane's arrival.

2.3 the use of APU for maintenance reasons is subject to an authorization of the Airport Authority.

3. The low-noise aeroplane types approved by the Airport Authority according to 1.1 above are for the present "Mystere 50", "Challenger" and "Jet Star II". (II-36/80)

GENEVA UIR/UG 5, LYON - ST-PREX: In accordance to the French publications, the hitherto UG 5 route segment Lyon - St-Prex receives the new identification UG 5B WIE. (II-37/80)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT—WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP -East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100LL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWO paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from Zimbabwe (Rhodesia) are permitted to overfly, land in, or depart from Tanzania. AIP - Tanzania FAL 1.1.4 Refers. (II-A31/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and OLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

DUBAI: Until further notice AVGAS will only be available at Dubai Airport by prior arrangement with British Petroleum. (Bahrain II-039/79)

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

UNITED KINGDOM

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:
1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details).
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAMBIA

SPECIAL NOTICE: PROHIBITED AREA P21--A new prohibited area has been designated P21, position 14'38"S 28'49"E and radius is five nautical miles centered on the above coordinates, danger height is from ground to FL 100. Pilots at or below FL 100 to route clear of the area and ATC must route aircraft away from P21. (II-A07/78)

SPECIAL NOTICE: LOCATION INDICATORS--Lilayi Aerodrome has been assigned a location indicator. The aerodrome is now FLLY and Luanshya now becomes FLLA. (II-A08/78)

SPECIAL NOTICE: NDB LY 235 KHz--An NDB has been installed at Lilayi Aerodrome on the extended centerline of Rwy 11. Position 15°30'S/28°15'E. The NDB code LY has replaced LS, the former south beacon. Radiating power is 80 watts. Comments on range from pilots is most welcome. (II-A10/78)

LUSAKA FIR NON-SCHEDULED FLIGHTS: The Zambian airspace is closed to all non-scheduled flights until further notice. For those operators wishing to operate into and overfly Zambia must apply to the Commander Zambia National Defence Force giving ten (10) days prior notice and approval must be received by the applicant before a flight is undertaken. Also a temporary air service permit must be obtained in addition from the Ministry of Transport and Power and Communications, P. O. Box RW 65, Lusaka, Zambia. Telex. MPIC ZA 41680. The application must include the following:

(A) Pilot's name
(B) Operator's name and address
(C) Type of aircraft and registration marks
(D) Route or area of operation
(E) Purpose of flight, dates, timings, etc.

All applications are directed to the Commander Zambia National Defence Force. (II-7/79)

LUSAKA FIR TRAFFIC ON DR 38 AND DA 10: With immediate effect the upper limit of DR 38 has been raised to FL 330 and DA 10 from FL 330 to unlimited. Operators are requested to note the change in the Lusaka FIR. Traffic on DR 38 eastbound must use levels from FL 330 and below, westbound must use flight levels from FL 310 and below. Traffic on DA 10 Nairobi to Jan Smuts must use flight levels from FL 350 and above and from Jan Smuts to Nairobi must use flight levels from FL 370 and above. (II-8/79)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

Cancun
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Matamoros
Mexicali
Nogales
Nueva Laredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong.

The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

NORTH ATLANTIC

SPECIAL NOTICE—North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.)
Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE—REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.

*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE—NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12—132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way Eastbound: FL300, 340, 380
Westbound: FL 320, 360, 400
R 64, One-Way Westbound: FL 290, 310, 330, 370, 390, 410
R 65, One-Way Eastbound: FL 300, 320, 340, 360, 380, 400
R 76, One-Way Westbound: FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way Eastbound: FL 300, 320, 340, 360, 380, 400
R 78, Two-Way Eastbound: FL 310, 350, 390
Westbound: FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.
The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should NOT be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
    --aircraft identification
    --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
    --aircraft identification
    --position
    --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:

a) U.K. SOUTH-EAST:
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
- a) Yugoslavia (except Belgrade), Greece
- b) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
- a) U.K. South-east, Belgium, London/Gatwick
- b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)

Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) France, Switzerland
- c) U.K. North, Netherlands

Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) U.K. North, Netherlands
- c) France, Switzerland

Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
- a) Northern Germany (Federal Republic of Germany)
- b) Stuttgart (via Austria)

Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal b) Vertical	1000ft.	1000ft.	

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic

pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E: Vertical Limits: Surface to FL 400: Type of Activity: Sea-to-Air Gun/Missile FIRing: Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
    A. To Jeddah via B55W Golbi -Silno -Malaga -Raghba -G53 -Jeddah or A1 -Silno -G53W -Riyadh - G53 -Jeddah.
    B. From Jeddah B57 -Darb -Afif -Riyadh -G53E -Dhahran or Jeddah -B57 -Quasumah.
    C. Inbound FL 310 or above.
    D. Outbound via Gassim -B57 -Qaisumah FL 290 and below or via Riyadh -G53E -Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.
    A. To Jeddah via A60.
    B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina -A60.
    C. Inbound FL 310 to Jeddah.
    D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.
    A. To Jeddah. W22 -Medina -A60 -Jeddah.
    B. From Jeddah. Via Majed thence MAD 158R to Medina W22.
    C. Flight levels to be determined.

4. Traffic from/to Cairo Area.
    A. To Jeddah. Via Luxor -R39 -Jeddah.
    B. From Jeddah. A26 -Alwajh -W4 -Luxor.
    C. Inbound flight level unrestricted.
    D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.
    A. To Jeddah. Khartoum -G498 -Jeddah.
    B. From Jeddah. G49 -Khartoum.
    C. Flight levels to be determined.

6. Traffic from/to Kuwait.

A. To Jeddah or Riyadh. Golbi -Magala -Raghba -G53 -Jeddah.

B. From Jeddah. B57 -Quaisumah.

C. Inbound to Jeddah / Riyadh FL 310 and above.

D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.

E. Inbound overflying Jeddah B54 -HIL -A60 FL 310 and above.
(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BAHRAIN: AVGAS 100/130 maximum uplift 100 IMP GALS available to BP or CALTEX contract customers only or by prior arrangements. (II-75/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.
(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A036/79)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

ATS ROUTE B 23 - SEA ISLE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the ATS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

BRASILIA (DF) - PROCEDURE IN TERMINAL: Aircraft approaching or departing from BRASILIA Terminal with visual flight plan shall compulsorily call CONTROL BRASILIA. An approaching aircraft shall establish contact at the entrance of Terminal, frequency 119.2 MHz, a departing aircraft shall establish contact, as soon as liberated by the TWR, frequency 120.0 MHz. (II-44Z/80)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

CANARY ISLANDS

● SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

ANTOFAGASTA CERRO MORENO INTL AP (FUEL): Aviation fuel available between 1330/2230 GMT. Other hours on request with one hour in advance. (II-A1/80)

SANTIAGO FIR: With effect from JUN/12th/1980, in AWY A5 from 30 NM to the North of TBN (NDB) non directional radio beacon, will be increased the controlled airspace to the East of the AWY A5 in 5 additional NM. The additional controlled airspace before mentioned it is protected to the South to join with the controlled airspace of UMKAL 1 procedure (STAR 1). (II-A46/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an

alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;
   (10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.
   Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.
3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.
4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

NOTIFICATION OF ESTABLISHMENT OF AIR CORRIDOR IN KUNMING AND REROUTING OF GAOYAO-KUNMING AND NANNING-LAOLIANGCANG ROUTE SEGMENTS:

1. Kunming Air Corridor

(1) Kunming Aerodrome (VOR) - Luxi (NDB), Width 10Km.

(2) Inbound aircraft from or outbound aircraft towards the direction of Hongkong, Guangzhou and Nanning and aircraft overflying Kunming from or towards the direction referred to above are to follow this corridor.

(3) Flight altitude within the air corridor: Outbound 6,000m (QNE); Inbound 5,700m (QNE). Aircraft overflying Kunming must proceed along the air corridor, maintaining assigned enroute altitude.

(4) Navigational aid: Luxi NDB coordinates N24°31'E103°45', ident ZN, frequency 387Khz, hour of operation HO.

(5) Heading (M) and distance: Kunming (VOR)-Luxi (NDB) 118°/298° 115km.

(6) ATC requirements

a. Before entry into the air corridor aircraft must establish contact with Kunming Tower, taking the initiative in reporting flight conditions and follow its instructions.

b. Aircraft overflying Kunming must proceed along the air corridor maintaining assigned enroute altitude, establish contact in time with Kunming Tower and follow its instructions.

c. Aircraft within the air corridor may make ascent or descent when so cleared by the tower.

2. Re-routing of Route Segments

(1) The Gaoyao-Bose-Kunming segment of Guangzhou-Kunming route will be rerouted as Gaoyao-Laibin-Bose-Luxi-Kunming (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Gaoyao NDB-Laibin NDB 284°/104° 339km-Bose NDB 275°/95° 265km-Luxi NDB 284°/104° 304km-Kunming VOR 298°/118° 115 km.

b. Cruising level: Gaoyao-Kunming FL110m, Kunming-Gaoyao FL100m.

c. Minimum safe altitude: Gaoyao-Laibin 193m, Laibin-Bose 1626m, Bose-Luxi 3101m, Luxi-Kunming 3509m.

d. Navigational aid: Laibin NDB coordinates N23°44'E109°14', ident KC, frequency 393Khz, hour of operation HO.

(2) The Nanning-Laoliangcang segment of Nanning-Wuhan route will be re-routed as Nanning-Laibin-abeam Guilin-Laoliangcang (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Nanning NDB-Laibin NDB 42°/222° 166km-abeam Guilin NDB 33°/213° 197km-Laoliangcang NDB 33°/213° 370km.

b. Minimum safe altitude: Nanning-Laibin 1960m, Laibin-Laoliangcang 2741m.

The above notification will become applicable from 1601Z on April 29, 1980. (II-03/80)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:
COORDINATES -16°00'00"N 70°44'31"W
DESIGNATOR -VESKA
COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-12/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.

Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-21/80)

DOMINICAN REPUBLIC: With immediate effect until further notice, all SSB Transponder equipped aircraft flying within MDSD FIR before entering MJSJ FIR will operate code 2100 when flying FL 240 or above and code 1100 when flying FL 230 or below, if possible. (II-36/80)

DOMINICAN REPUBLIC: All aircraft on route from MDSD and destined to Europe must fly B20 to reporting point ANTEX before entering MJSJ FIR and then continue the planified route. (II-37/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territori[illegible] should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of

the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned.

To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally

be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

b. Flights operating predominantly in an East-West direction:

  i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

  ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

  i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

  ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

  iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

  i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

  a. 10° of longitude South of 70°N (between 5°W and 65°W), and

  b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their

clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:
1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E -2210N 11450E -Hong Kong withdrawn from service.

2. Route description. i) Southbound route -Guangzhou -Shilong ("LQ" NDB) -2232N 11406E (RUMET) -"HKG" NDB -Hong Kong. Transfer-of-control is at RUMET. ii) Northbound route -Hong Kong -"CH" VOR -2221.5N 11352E (TEGAL) -2224.5N 11348E (Neilingding Dao) -Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A04/80)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

AVAILABILITY OF AVGAS:
AVGAS 115/145 octane is not available from 27-3-1979 UFN.
AVGAS 100/130 octane is not available from 9-11-1979 UFN. (II-6/80)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green -62 and to provide for a two one-way routing system east of Jakarta, the following redesignation of ATS route Green -62 and establishment of ATS route Green -61 will be effected.

2. The route segment Jakarta -Madin (06.08 S/110.23E) -Surabaya previously identified as Green -62 to be redesignated as Green -61 with the following specifications:
AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) -Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) -SBY VOR (07.21 S/112.46.50 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as Green - 62 with the following specifications:
AA. Reporting points DPS VOR (08.48.40S/115.09.25E) -Sby vor (07.21.20S/112.46.50 E) -OC NDB -"CA" NDB (06.43S/108.34 E) -HLM VOR (06.24,2S/106.53.08,8 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used westbound Traffic from Denpasar to Halim VOR.
(II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz. (II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.

(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."

(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.

(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.

(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control.

Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.
1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.
2. On trial basis it is in force the following:
 a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:
 (1) 250 KT IAS at FL100 or below;
 (2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;
 (3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;
 (4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.
3. Furthermore, Roma and Milano radar may request pilots:
 a. to adjust speed in a specific manner during the intermediate approach;
 b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.
4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:
 a. until crossing FL100 departing from aerodromes located within Milano TMA;
 b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.
(II-3/80)

JAMAICA

SPECIAL NOTICE--Kingston radio remains decommissioned, however, air/ground frequency 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures.
(II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs

Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit -4500 feet AMSL

Controlling Authority -Kingston Area Control Center

Transition level -FL 50

Transition altitude -4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace -Instrument Restricted).
b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace -Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.
2. Effective Daily Time Frame.
   Within Tokyo FIR: 1200Z-1700Z
   Within Honolulu FIR: 1300Z-2100Z
3. Usable Flight Levels. All IFR flight levels at or above FL290.
4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.
5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.
6. Flight Planning.
   a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:
      (1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.
      (2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.
   b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.
   c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:

a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:

Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.

Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:

(a) On Airway B39 -10 minutes from Nairobi UTA.

(b) On ADR DA10 -10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

EAST AFRICA FIR: In Kenya uplifts of AVGAS 100/130 is restricted to seventy percent of the customers' requirements. Limited stock would be available for visiting customers who should inquire of the availability before coming to Kenya. (II-74/80)

EAST AFRICA FIR: All aircraft entering East Africa FIR above FL 145 are required to Squawk 3/A 2000 with altitude until further notice. (II-76/80)

EAST AFRICA FIR: Airways A40/UA40 between Entebbe and Nairobi is operative 0400/1500 hours daily until further notice. (II-77/80)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N
   13°23'E--32°50'N 16°00'E--
   31°31'20"N 16°00'E--31°55'N
   14°07'E--32°43'N 13°36'E--32°45'N
   13°32'E--32°50'N 13°11'E 32°55'N
   13°10'E--32°55'N 13°10'E--33°02'N
   13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:

   $$\frac{\text{UNL}}{\text{GND}}$$
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRO", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will

not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

FORECAST TAKE-OFF TEMPERATURE ON HOT DAYS: With effect 1st June 1980, Air Traffic Control will provide, on request, a forecast runway temperature valid for thirty minutes. This service will be available between 0600 and 1800 hours during the period 1st June - 30th September and will supplement the forecast service provided by the Meteorological Office. (II-4/80)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the

FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.
(II-A10/79)

NETHERLANDS

HILVERSUM AIRPORT: The following runways have been established in lieu of "All Ways" (AW) landings--13-31 (750 x 50m), 05-23 (660 x 50m), and 18-36 (700 x 50m). The establishment of the runways is temporary and on a trial basis in order to fight possible noise disturbance for people living in the surroundings of the aerodrome. During this period the aerodrome will be available on prior permission only.
(II-65/78)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:
   a. Position, flight level and time at which the deviation from the route is expected to be made.
   b. Direction and distance upto which the aircraft is likely to deviate from the route.
   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-3/80)

KARACHI: During the recent past numerous flights from Delhi bound for Lahore/Chakala have flight planned to operate via over-head a place named Anupgarh in Delhi FIR and then direct to Multan in Lahore FIR. It is notified that no such route segment has been established in Pakistan airspace. All Pilots therefore should not flight plan operations on such a route segment. All flights to Lahore/Chaklala shall operate strictly on any of the following established ATS routes while operating in Pakistan air space:

1. Via R60 (i.e. 3047N 7412E-Lahore-3246N 7316E-Chaklala).

2. Via G52 (i.e. 2828N 7215E-Rahimyar Khah-Dahore-3246N 7316E-Chaklala).

All pilots are warned that aircraft entry from East at any point other than along the established ATS routes would be regarded as Pakistan airspace violation.
(II-14/79)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-12/80)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-29/79)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft, Mode A/3 Code 1200. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of inflight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

PORTUGAL

NAT REGION-"FUEL CONSERVATION"

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region on a trial basis:

   On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the Pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.

EXAMPLE: PA101 5100N 30W 0346 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-67/80)

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE

For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES

The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA

1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.

1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;
2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;
3. Requests for clearances should include the following information:
   a. Call sign;
   b. Present and requested flight level;
   c. Coordinates of OCA entry point and an accurate estimate for this point, and;
   d. Any change to filed Flight Plan.
4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. ROUTE DESIGNATION

1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67): 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. FLIGHT LEVEL UTILIZATION

2.1 Appropriate to direction of flight.

3. FLIGHT PLANNING

3.1 Flights to/from/over the Caribbean area estimated to cross 30W:

3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;

3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.

3.2 Random flight planning during other hours is acceptable.

3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.

3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. AIR TRAFFIC PROCEDURES

4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;

4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.

4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.

4.4 AIC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.

4.5 Aircraft operating on the defined route system shall report over the latitude/-longitude points specified in 1.1 or 1.2 above.

(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.

2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.

3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafna shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:

(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.

The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:

020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1.

Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

TENERIFE AD. - FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. - UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRB (RAC 3.2-27 REF) is established as shown below:

	TUDELA INT 4159N 0132W		
		056 236	78 144
UIR MADRID UIR FRANCIA	UIRB 4248N 0009W		

PINA INT is cancelled on this airway. (II-277/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWEDEN

KARLSTAD AERODROME--LOCAL FLYING RESTRICTIONS: In order to minimize noise disturbances at KARLSTAD aerodrome the following restriction applies for the use of runway 18/36:

Propeller aircraft with an AUW exceeding 5700 kilos and jet aircraft are only permitted to take-off from runway 36 and land on runway 18 when wind conditions at the traffic situation so require. (II-1089/80)

SWITZERLAND

ZURICH AIRPORT - CLOSURE OF RWY 16/34 (WIP):

1. WEF 27 MAY 1980, 0600 GMT and UFN, RWY 16/34 will be closed due to WIP. (APRX 4 weeks)

2. Consequences for Scheduled and Non-scheduled Commercial Air Traffic:
   - 2.1 Departures according to schedule can be warranted to a certain extent on RWY 10/28 only.
   - 2.2 Departing short-haul and medium range flights on RWY 32 must expect considerable delays depending on the situation in the approach sector.
   - 2.3 ACFT without Noise-certificate departing for long-range flights of over 4000 km shall take off on RWY 32.
   - 2.4 No departures on RWY 14 authorized also during the restriction period.
   - 2.5 The Airport Authority may allow landings on RWY 32 in exceptional cases.

3. Consequences for General Aviation Flights (IFR and VFR):
   - 3.1 Zurich Airport shall be avoided if possible.
   - 3.2 During the peak-hours of the scheduled and the non-scheduled commercial air traffic considerable delays must be expected.
   - 3.3 Zurich Airport may be closed for short periods depending on the traffic situation.

(II-31/80)

GENEVA-COINTRIN AIRPORT - NOISE ABATEMENT AT THE GENERAL AVIATION CENTRE (GAC): Restrictions of use at the General Aviation Centre will come into force WEF 12 JUN 1980 as follows:

1. Aeroplanes of over 15000 kg Maximum Take-off Weight shall no more have access to the GAC, with the exception of:
   - 1.1 General Aviation aeroplane types in excess of this weight but which are considered as causing a low noise level and are approved by the Airport Authority;
   - 1.2 General Aviation aeroplane types in excess of this weight but on which technical work has to be executed within the workshop area of TRANSAIR (Suisse) SA.

2. At the General Aviation Centre, the following regulation is applicable to the use of Auxiliary Power Units (APU):

2.1 at the maximum 15 minutes prior to the aeroplane's departure;

2.2 at the maximum 5 minutes after the aeroplane's arrival.

2.3 the use of APU for maintenance reasons is subject to an authorization of the Airport Authority.

3. The low-noise aeroplane types approved by the Airport Authority according to 1.1 above are for the present "Mystere 50", "Challenger" and "Jet Star II". (II-36/80)

GENEVA UIR/UG 5, LYON - ST-PREX: In accordance to the French publications, the hitherto UG 5 route segment Lyon - St-Prex receives the new identification UG 5B WIE. (II-37/80)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP -East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100LL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWO paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from Zimbabwe (Rhodesia) are permitted to overfly, land in, or depart from Tanzania. AIP - Tanzania FAL 1.1.4 Refers. (II-A31/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and OLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

DUBAI: Until further notice AVGAS will only be available at Dubai Airport by prior arrangement with British Petroleum. (Bahrain II-039/79)

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

UNITED KINGDOM

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:

1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

PEAK PERIOD ROUTES AND AIRWAYS AMBER THREE FOUR WEST/UPPER AMBER THREE FOUR WEST AND WHITE ONE TWO/UPPER WHITE ONE TWO: From 1st May, 1980 Peak Period Routes A34W/UA34W and W12/UW12 will be active from 1200 GMT on Fridays to 0700 GMT on Mondays and from 1200 GMT on the days preceding to 0700 GMT on the days following Public Holidays. The routes may not be available at certain times due to military activity and these times will be published by NOTAM Class One. The availability of A34W/UA34W/W12/UW12 between 1200 GMT and 1700 GMT on Fridays and the days preceding Public Holidays is also subject to agreement on that day between the ATC Authorities of France and the United Kingdom and non-availability will be notified by NOTAM Class One. (II-A255/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details).
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

CLOSURE OF SKOPJE AERODROME: With effect from 15 June till 31 July 1980, aerodrome Skopje will be closed for international and domestic air traffic due to reconstruction.
(II-13/80)

ZAMBIA

SPECIAL NOTICE: PROHIBITED AREA P21--A new prohibited area has been designated P21, position 14'38"S 28'49"E and radius is five nautical miles centered on the above coordinates, danger height is from ground to FL 100. Pilots at or below FL 100 to route clear of the area and ATC must route aircraft away from P21. (II-A07/78)

SPECIAL NOTICE: LOCATION INDICATORS--Lilayi Aerodrome has been assigned a location indicator. The aerodrome is now FLLY and Luanshya now becomes FLLA. (II-A08/78)

SPECIAL NOTICE: NDB LY 235 KHz--An NDB has been installed at Lilayi Aerodrome on the extended centerline of Rwy 11. Position 15°30'S/28°15'E. The NDB code LY has replaced LS, the former south beacon. Radiating power is 80 watts. Comments on range from pilots is most welcome.
(II-A10/78)

LUSAKA FIR NON-SCHEDULED FLIGHTS: The Zambian airspace is closed to all non-scheduled flights until further notice. For those operators wishing to operate into and overfly Zambia must apply to the Commander Zambia National Defence Force giving ten (10) days prior notice and approval must be received by the applicant before a flight is undertaken. Also a temporary air service permit must be obtained in addition from the Ministry of Transport and Power and Communications, P. O. Box RW 65, Lusaka, Zambia. Telex. MPIC ZA 41680. The application must include the following:

(A) Pilot's name
(B) Operator's name and address
(C) Type of aircraft and registration marks
(D) Route or area of operation
(E) Purpose of flight, dates, timings, etc.

All applications are directed to the Commander Zambia National Defence Force.
(II-7/79)

LUSAKA FIR TRAFFIC ON DR 38 AND DA 10: With immediate effect the upper limit of DR 38 has been raised to FL 330 and DA 10 from FL 330 to unlimited. Operators are requested to note the change in the Lusaka FIR. Traffic on DR 38 eastbound must use levels from FL 330 and below, westbound must use flight levels from FL 310 and below. Traffic on DA 10 Nairobi to Jan Smuts must use flight levels from FL 350 and above and from Jan Smuts to Nairobi must use flight levels from FL 370 and above. (II-8/79)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

Cancun
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Hermosillo
Matamoros
Merida
Mexicali
Nogales
Nueva Laredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.

Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

TURKS AND CAICOS ISLANDS:

Charter, commercial and freight aircraft require 24 hour prior permission to land. Address to: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.) Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures hen operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early tection of a radio failure condition. AA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:
   a. Track and ground speed checks.
   b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.
   c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.
   d. Position of heavy cloud in relation to the aircraft.
2. The procedure to be followed for the use of this service is as follows:
   a. Use the following VHF radio frequencies for contacting radar station:
      (1) 126.2 King Salmon and Fort Yukon, Alaska areas only.
      (2) 126.2 Northern DEW stations.
      (3) 133.2 for Icelandic military ADIZ.
      (4) 122.2 for other areas.
   b. Call "Radar Assistance."
   c. The subsequent call sign of the ground station will be the call sign given by the ground station.
   d. After communication has been established with ground radar station, request the service desired.
   e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.
   f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.
   g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.

*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 1' 28.0W) at conventional altitudes.

The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:

a) U.K. SOUTH-EAST:
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
- a) Yugoslavia (except Belgrade), Greece
- b) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
- a) U.K. South-east, Belgium, London/Gatwick
- b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)

Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) France, Switzerland
- c) U.K. North, Netherlands

Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) U.K. North, Netherlands
- c) France, Switzerland

Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
- a) Northern Germany (Federal Republic of Germany)
- b) Stuttgart (via Austria)

Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic

pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:

(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport

However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:

Nassau International Airport
Freeport International Airport
West End, Grand Bahama

(II-20/79)

BAHRAIN

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E: Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
   A. To Jeddah via B55W Golbi -Silno -Malaga -Ragnba -G53 -Jeddah or A1 -Silno -G53W -Riyadh - G53 -Jeddah.
   B. From Jeddah B57 -Darb -Afif -Riyadh -G53E -Dhahran or Jeddah -B57 -Quasuman.
   C. Inbound FL 310 or above.
   D. Outbound via Gassim -B57 -Qaisumah FL 290 and below or via Riyadh -G53E -Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.
   A. To Jeddah via A60.
   B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina -A60.
   C. Inbound FL 310 to Jeddah.
   D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.
   A. To Jeddah. W22 -Medina -A60 -Jeddah.
   B. From Jeddah. Via Majed thence MAD 158R to Medina W22.
   C. Flight levels to be determined.

4. Traffic from/to Cairo Area.
   A. To Jeddah. Via Luxor -R39 -Jeddah.
   B. From Jeddah. A26 -Alwajh -W4 -Luxor.
   C. Inbound flight level unrestricted.
   D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.
   A. To Jeddah. Khartoum -G498 -Jeddah.
   B. From Jeddah. G49 -Khartoum.
   C. Flight levels to be determined.

6. Traffic from/to Kuwait.

A. To Jeddah or Riyadh. Golbi -Magala -Raghba -G53 -Jeddah.

B. From Jeddah. B57 -Quaisumah.

C. Inbound to Jeddah / Riyadh FL 310 and above.

D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.

E. Inbound overflying Jeddah B54 -HIL -A60 FL 310 and above.
(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BAHRAIN: AVGAS 100/130 maximum uplift 100 IMP GALS available to BP or CALTEX contract customers only or by prior arrangements. (II-75/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.
(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A036/79)

BARBADOS

- SPECIAL NOTICE: WEF 30th June 1980 until 25th July 1980, first 1500 ft of Rwy 09 unavailable for all operations due to resurfacing work in progress between the hours of 1100/2100Z Monday to Friday. Temporary displaced THR lights will be installed. Exit No. 2 unavailable. During landing and take-off men and equipments will be removed from area. Refer to tower instructions. (II-5/80)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

ATS ROUTE B 23 - SEA ISLE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the ATS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

BRASILIA (DF) - PROCEDURE IN TERMINAL: Aircraft approaching or departing from BRASILIA Terminal with visual flight plan shall compulsorily call CONTROL BRASILIA. An approaching aircraft shall establish contact at the entrance of Terminal, frequency 119.2 MHz, a departing aircraft shall establish contact, as soon as liberated by the TWR, frequency 120.0 MHz. (II-442/80)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

ANTOFAGASTA CERRO MORENO INTL AP (FUEL): Aviation fuel available between 1330/2230 GMT. Other hours on request with one hour in advance. (II-A1/80)

SANTIAGO FIR: With effect from JUN/12th/1980, in AWY A5 from 30 NM to the North of TBN (NDB) non directional radio beacon, will be increased the controlled airspace to the East of the AWY A5 in 5 additional NM. The additional controlled airspace before mentioned it is protected to the South to join with the controlled airspace of UMKAL 1 procedure (STAR 1). (II-A46/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;
   (10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.

3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.
4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

NOTIFICATION OF ESTABLISHMENT OF AIR CORRIDOR IN KUNMING AND REROUTING OF GAOYAO-KUNMING AND NANNING-LAOLIANGCANG ROUTE SEGMENTS:

1. Kunming Air Corridor

(1) Kunming Aerodrome (VOR) - Luxi (NDB), Width 10Km.

(2) Inbound aircraft from or outbound aircraft towards the direction of Hongkong, Guangzhou and Nanning and aircraft overflying Kunming from or towards the direction referred to above are to follow this corridor.

(3) Flight altitude within the air corridor: Outbound 6,000m (QNE): Inbound 5,700m (QNE). Aircraft overflying Kunming must proceed along the air corridor, maintaining assigned enroute altitude.

(4) Navigational aid: Luxi NDB coordinates N24°31'E103°45', ident ZN, frequency 387Khz, hour of operation HO.

(5) Heading (M) and distance: Kunming (VOR)-Luxi (NDB) 118°/298° 115km.

(6) ATC requirements

a. Before entry into the air corridor aircraft must establish contact with Kunming Tower, taking the initiative in reporting flight conditions and follow its instructions.

b. Aircraft overflying Kunming must proceed along the air corridor maintaining assigned enroute altitude, establish contact in time with Kunming Tower and follow its instructions.

c. Aircraft within the air corridor may make ascent or descent when so cleared by the tower.

2. Re-routing of Route Segments

(1) The Gaoyao-Bose-Kunming segment of Guangzhou-Kunming route will be rerouted as Gaoyao-Laibin-Bose-Luxi-Kunming (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Gaoyao NDB-Laibin NDB 284°/104° 339km-Bose NDB 275°/95° 265km-Luxi NDB 284°/104° 304km-Kunming VOR 298°/118° 115 km.

b. Cruising level: Gaoyao-Kunming FL110m, Kunming-Gaoyao FL100m.

c. Minimum safe altitude: Gaoyao-Laibin 193m, Laibin-Bose 1626m, Bose-Luxi 3101m, Luxi-Kunming 3509m.

d. Navigational aid: Laibin NDB coordinates N23°44'E109°14', ident KC, frequency 393Khz, hour of operation HO.

(2) The Nanning-Laoliangcang segment of Nanning-Wuhan route will be re-routed as Nanning-Laibin-abeam Guilin-Laoliangcang (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Nanning NDB-Laibin NDB 42°/222° 166km-abeam Guilin NDB 33°/213° 197km-Laoliangcang NDB 33°/213° 370km.

b. Minimum safe altitude: Nanning-Laibin 1960m, Laibin-Laoliangcang 2741m.

The above notification will become applicable from 1601Z on April 29, 1980. (II-03/80)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:

COORDINATES -16°00'00"N 70°44'31"W
DESIGNATOR -VESKA
COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-12/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)

Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-21/80)

DOMINICAN REPUBLIC: With immediate effect until further notice, all SSB Transponder equipped aircraft flying within MDSD FIR before entering MJSJ FIR will operate code 2100 when flying FL 240 or above and code 1100 when flying FL 230 or below, if possible. (II-36/80)

DOMINICAN REPUBLIC: All aircraft on route from MDSD and destined to Europe must fly B20 to reporting point ANTEX before entering MJSJ FIR and then continue the planified route. (II-37/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab

Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Republic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

      i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

      ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

   c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

      i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

      ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

      iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

   i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:

1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E -2210N 11450E -Hong Kong withdrawn from service.

2. Route description. i) Southbound route -Guangzhou -Shilong ("LQ" NDB) -2232N 11406E (RUMET) -"HKG" NDB -Hong Kong. Transfer-of-control is at RUMET. ii) Northbound route -Hong Kong -"CH" VOR -2221.5N 11352E (TEGAL) -2224.5N 11348E (Neilingding Dao) -Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A04/80)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to

2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

AVAILABILITY OF AVGAS:
AVGAS 115/145 octane is not available from 27-3-1979 UFN.
AVGAS 100/130 octane is not available from 9-11-1979 UFN. (II-6/80)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green -62 and to provide for a two one-way routing system east of Jakarta, the following redesignation of ATS route Green -62 and establishment of ATS route Green -61 will be effected.

2. The route segment Jakarta -Madin (06.08 S/110.23E) -Surabaya previously identified as Green -62 to be redesignated as Green -61 with the following specifications:
AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) -Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) -SBY VOR (07.21 S/112.46.50 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as Green - 62 with the following specifications:
AA. Reporting points DPS VOR (08.48.40S/115.09.25E) -Sby vor (07.21.20S/112.46.50 E) -OC NDB -"CA" NDB (06.43S/108.34 E) -HLM VOR (06.24,2S/106.53.08,8 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used westbound Traffic from Denpasar to Halim VOR.
(II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft.
(II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 Mhz or Basrah Radar Frequency 128.7 Mhz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz. (II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

● SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.
(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."
(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.
(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.
(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.
1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.
2. On trial basis it is in force the following:
a. pilots of radar controlled aircraft bound to the aerodromes located within Roma

and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;

b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:

a. until crossing FL100 departing from aerodromes located within Milano TMA;

b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.
(II-3/80)

JAMAICA

SPECIAL NOTICE--Kingston radio remains decommissioned, however, air/ground frequency 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures.
(II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.

b) Type of aircraft, registration marks and flight number.

c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.

d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.

e) Purpose of flight and the number of passengers and/or nature and amount of freight.

f) Name, address and business of charterer.

g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit -4500 feet AMSL

Controlling Authority -Kingston Area Control Center

Transition level -FL 50

Transition altitude -4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace -Instrument Restricted).

b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace -Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.
   Within Tokyo FIR: 1200Z-1700Z
   Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:

a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:
Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.
Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:
(a) On Airway B39 -10 minutes from Nairobi UTA.
(b) On ADR DA10 -10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

EAST AFRICA FIR: In Kenya uplifts of AVGAS 100/130 is restricted to seventy percent of the customers' requirements. Limited stock would be available for visiting customers who should inquire of the availability before coming to Kenya. (II-74/80)

EAST AFRICA FIR: All aircraft entering East Africa FIR above FL 145 are required to Squawk 3/A 2000 with altitude until further notice. (II-76/80)

EAST AFRICA FIR: Airways A40/UA40 between Entebbe and Nairobi is operative 0400/1500 hours daily until further notice. (II-77/80)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.

2. Vertical limits of the airspace:

   $\frac{\text{UNL}}{\text{GND}}$

3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRO", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway

A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

FORECAST TAKE-OFF TEMPERATURE ON HOT DAYS: With effect 1st June 1980, Air Traffic Control will provide, on request, a forecast runway temperature valid for thirty minutes. This service will be available between 0600 and 1800 hours during the period 1st June - 30th September and will supplement the forecast service provided by the Meteorological Office. (II-4/80)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.
(II-A10/79)

NETHERLANDS

HILVERSUM AIRPORT: The following runways have been established in lieu of "All Ways" (AW) landings--13-31 (750 x 50m), 05-23 (660 x 50m), and 18-36 (700 x 50m). The establishment of the runways is temporary and on a trial basis in order to fight possible noise disturbance for people living in the surroundings of the aerodrome. During this period the aerodrome will be available on prior permission only.
(II-65/78)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:
   a. Position, flight level and time at which the deviation from the route is expected to be made.
   b. Direction and distance upto which the aircraft is likely to deviate from the route.
   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-3/80)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-12/80)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-3/80)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft, Mode A/3 Code 1200. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

PORTUGAL

NAT REGION-"FUEL CONSERVATION"

1. Pilots and air traffic controllers are already making great efforts to enable oceanic flights to conserve fuel by making step-climbs. In order to simplify the negotiations of such climbs and to reduce message traffic, the following procedure should be adopted throughout the NAT Region on a trial basis:

> On first radio contact with the relevant ACC at each Oceanic Control Area boundary, the Pilot should indicate, at the end of his position report, the highest flight level he is prepared to accept and the position or time at which such higher flight level would be acceptable.
>
> EXAMPLE: PA101 5100N 30W 0346 FL330 EST 5000N 40W 0521 WILL ACCEPT FL350 AT 40W

2. Full pilot cooperation with this procedure will enable controllers to plan step-climbs more efficiently, not only for the aircraft making the report but also for other aircraft seeking to operate at higher levels in the interests of fuel economy. (II-67/80)

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE

For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES

The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA

1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;

2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;

3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.

1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;

2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;

3. Requests for clearances should include the following information:

a. Call sign;
b. Present and requested flight level;
c. Coordinates of OCA entry point and an accurate estimate for this point, and;
d. Any change to filed Flight Plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. ROUTE DESIGNATION

1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67); 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. FLIGHT LEVEL UTILIZATION

2.1 Appropriate to direction of flight.

3. FLIGHT PLANNING

3.1 Flights to/from/over the Caribbean area estimated to cross 30W:

3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;

3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.

3.2 Random flight planning during other hours is acceptable.

3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.

3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. AIR TRAFFIC PROCEDURES

4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;

4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.

4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.

4.4 AIC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.

4.5 Aircraft operating on the defined route system shall report over the latitude/longitude points specified in 1.1 or 1.2 above.

(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.

2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.

3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah

will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

TENERIFE AD. - FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. - UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRB (RAC 3.2-27 REF) is established as shown below:

	TUDELA INT 4159N 0132W		
		056	78
		236	144
UIR MADRID UIR FRANCIA	UIRB 4248N 0009W		

PINA INT is cancelled on this airway. (II-277/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWEDEN

KARLSTAD AERODROME--LOCAL FLYING RESTRICTIONS: In order to minimize noise disturbances at KARLSTAD aerodrome the following restriction applies for the use of runway 18/36:

> Propeller aircraft with an AUW exceeding 5700 kilos and jet aircraft are only permitted to take-off from runway 36 and land on runway 18 when wind conditions at the traffic situation so require.

(II-1089/80)

SWITZERLAND

ZURICH AIRPORT - CLOSURE OF RWY 16/34 (WIP):

1. WEF 27 MAY 1980, 0600 GMT and UFN, RWY 16/34 will be closed due to WIP. (APRX 4 weeks)

2. Consequences for Scheduled and Non-scheduled Commercial Air Traffic:
   - 2.1 Departures according to schedule can be warranted to a certain extent on RWY 10/28 only.
   - 2.2 Departing short-haul and medium range flights on RWY 32 must expect considerable delays depending on the situation in the approach sector.

2.3 ACFT without Noise-certificate departing for long-range flights of over 4000 km shall take off on RWY 32.

2.4 No departures on RWY 14 authorized also during the restriction period.

2.5 The Airport Authority may allow landings on RWY 32 in exceptional cases.

3. Consequences for General Aviation Flights (IFR and VFR):

3.1 Zurich Airport shall be avoided if possible.

3.2 During the peak-hours of the scheduled and the non-scheduled commercial air traffic considerable delays must be expected.

3.3 Zurich Airport may be closed for short periods depending on the traffic situation.

(II-31/80)

GENEVA-COINTRIN AIRPORT - NOISE ABATEMENT AT THE GENERAL AVIATION CENTRE (GAC): Restrictions of use at the General Aviation Centre will come into force WEF 12 JUN 1980 as follows:

1. Aeroplanes of over 15000 kg Maximum Take-off Weight shall no more have access to the GAC, with the exception of:

1.1 General Aviation aeroplane types in excess of this weight but which are considered as causing a low noise level and are approved by the Airport Authority;

1.2 General Aviation aeroplane types in excess of this weight but on which technical work has to be executed within the workshop area of TRANSAIR (Suisse) SA.

2. At the General Aviation Centre, the following regulation is applicable to the use of Auxiliary Power Units (APU):

2.1 at the maximum 15 minutes prior to the aeroplane's departure;

2.2 at the maximum 5 minutes after the aeroplane's arrival.

2.3 the use of APU for maintenance reasons is subject to an authorization of the Airport Authority.

3. The low-noise aeroplane types approved by the Airport Authority according to 1.1 above are for the present "Mystere 50", "Challenger" and "Jet Star II".

(II-36/80)

GENEVA UIR/UG 5, LYON - ST-PREX: In accordance to the French publications, the hitherto UG 5 route segment Lyon - St-Prex receives the new identification UG 5B WIE. (II-37/80)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP -East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100LL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWO paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from Zimbabwe (Rhodesia) are permitted to overfly, land in, or depart from Tanzania. AIP - Tanzania FAL 1.1.4 Refers. (II-A31/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and OLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

TUNISIA

SUPPLY OF GASOLINE 100/130 (OCTANE) AT THE AIRPORTS OF TUNIS/CARTHAGE AND JERBA/ ZARZIS: Beginning June 1, 1980, and until further notice, the supply of gasoline 100/130 (octane) (AVGAS 100LL) will be reserved exclusively for local customers. (II-21/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

DUBAI: Until further notice AVGAS will only be available at Dubai Airport by prior arrangement with British Petroleum. (Bahrain II-039/79)

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

UNITED KINGDOM

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:
1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

PEAK PERIOD ROUTES AND AIRWAYS AMBER THREE FOUR WEST/UPPER AMBER THREE FOUR WEST AND WHITE ONE TWO/UPPER WHITE ONE TWO: From 1st May, 1980 Peak Period Routes A34W/UA34W and W12/UW12 will be active from 1200 GMT on Fridays to 0700 GMT on Mondays and from 1200

GMT on the days preceding to 0700 GMT on the days following Public Holidays. The routes may not be available at certain times due to military activity and these times will be published by NOTAM Class One. The availability of A34W/UA34W/W12/UW12 between 1200 GMT and 1700 GMT on Fridays and the days preceding Public Holidays is also subject to agreement on that day between the ATC Authorities of France and the United Kingdom and non-availability will be notified by NOTAM Class One. (II-A255/80)

AIRWAY WHITE EIGHT (W8): The portion of Airway White Eight (W8) south of the London/Brest FIR boundary between Neville (500000N 002200W) and Jersey NDB "JEY", control of which was previously delegated by the French Authorities to the Jersey Zone Controller, is now controlled by Brest ACC. The compulsory reporting point on this portion of the airway which was previously known as SIERRA (492850N 012200W) has been re-named NORMA. (II-353/80)

LONDON/HEATHROW AIRPORT--NIGHT MOVEMENT RESTRICTIONS: Until further notice no landings or take-offs by non-scheduled operators are permitted within the night quota times notified in NOTAM A184/1980. All non-scheduled operators and handling agents must note that when permission is granted for a flight to operate into and/or out of Heathrow, such permission ceases to apply if the approved time is not adhered to. No extension will be granted to enable the flight to operate within the night quota period. (II-359/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details).
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

- CLOSURE OF SKOPJE AERODROME: With effect from 15 June till 31 July 1980, aerodrome Skopje will be closed for international and domestic air traffic due to reconstruction. (II-13/80)

ZAMBIA

LUSAKA F.I.R. NON SCHEDULED FLIGHTS: The Zambian Airspace is now open to all non-scheduled flights except Western Province. Those operators wishing to operate into or over fly Western Province of Zambia must apply to the Commander Zambia National Defense Forces giving ten (10) days Prior Notice and Approval must be received by the applicant before flight is under taken.

The application must include the following:

(a) pilots name
(b) operators name and address
(c) type of aircraft and registration
(d) route or area of operation
(e) purpose of flight dates, timings etc.

All applications are directed to the Commander Z.N.D. Forces. (II-5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

- Cancun
- Chetamal
- Cozumel
- Cuidad Acuna
- Cuidad Juarez
- Hermosillo
- Matamoros
- Merida
- Mexicali
- Nogales
- Nueva Laredo
- Piedras Negras
- Reynosa
- Tapachula
- Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

TURKS AND CAICOS ISLANDS:

Charter, commercial and freight aircraft require 24 hour prior permission to land. Address to: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.) Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain or an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:
    a. Track and ground speed checks.
    b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.
    c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.
    d. Position of heavy cloud in relation to the aircraft.
2. The procedure to be followed for the use of this service is as follows:
    a. Use the following VHF radio frequencies for contacting radar station:
        (1) 126.2 King Salmon and Fort Yukon, Alaska areas only.
        (2) 126.2 Northern DEW stations.
        (3) 133.2 for Icelandic military ADIZ.
        (4) 122.2 for other areas.
    b. Call "Radar Assistance."
    c. The subsequent call sign of the ground station will be the call sign given by the ground station.
    d. After communication has been established with ground radar station, request the service desired.
    e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.
    f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.
    g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.

*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.

The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

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FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:

a) U.K. SOUTH-EAST:
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
  a) Austria, Hungary, Romania, Bulgaria (via Hungary)
  b) Yugoslavia (except Belgrade), Greece
  c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
  a) Austria, Hungary, Romania, Bulgaria (via Hungary)
  b) Yugoslavia (except Belgrade), Greece
  c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
  a) Yugoslavia (except Belgrade), Greece
  b) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
  a) U.K. South-east, Belgium, London/Gatwick
  b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)
Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
  a) U.K. South-east, London/Heathrow, Belgium
  b) France, Switzerland
  c) U.K. North, Netherlands
Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
  a) U.K. South-east, London/Heathrow, Belgium
  b) U.K. North, Netherlands
  c) France, Switzerland
Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
  a) Northern Germany (Federal Republic of Germany)
  b) Stuttgart (via Austria)
Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic

pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
A. To Jeddah via B55W Golbi -Silno -Malaga -Raghba -G53 -Jeddah or A1 -Silno -G53W -Riyadh - G53 -Jeddah.
B. From Jeddah B57 -Darb -Afif -Riyadh -G53E -Dhahran or Jeddah -B57 -Quasumah.
C. Inbound FL 310 or above.
D. Outbound via Gassim -B57 -Qaisumah FL 290 and below or via Riyadh -G53E -Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.
A. To Jeddah via A60.
B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina -A60.
C. Inbound FL 310 to Jeddah.
D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.
A. To Jeddah. W22 -Medina -A60 -Jeddah.
B. From Jeddah. Via Majed thence MAD 158R to Medina W22.
C. Flight levels to be determined.

4. Traffic from/to Cairo Area.
A. To Jeddah. Via Luxor -R39 -Jeddah.
B. From Jeddah. A26 -Alwajh -W4 -Luxor.
C. Inbound flight level unrestricted.
D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.
A. To Jeddah. Khartoum -G498 -Jeddah.
B. From Jeddah. G49 -Khartoum.
C. Flight levels to be determined.

6. Traffic from/to Kuwait.

A. To Jeddah or Riyadh. Golbi -Magala -Raghba -G53 -Jeddah.

B. From Jeddah. B57 -Quaisumah.

C. Inbound to Jeddah / Riyadh FL 310 and above.

D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.

E. Inbound overflying Jeddah B54 -HIL -A60 FL 310 and above.
(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BAHRAIN: AVGAS 100/130 maximum uplift 100 IMP GALS available to BP or CALTEX contract customers only or by prior arrangements. (II-75/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:
Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.
(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A036/79)

BARBADOS

SPECIAL NOTICE: WEF 30th June 1980 until 25th July 1980, first 1500 ft of Rwy 09 unavailable for all operations due to resurfacing work in progress between the hours of 1100/2100Z Monday to Friday. Temporary displaced THR lights will be installed. Exit No. 2 unavailable. During landing and take-off men and equipments will be removed from area. Refer to tower instructions. (II-5/80)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

ATS ROUTE B 23 - SEA ISLE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the ATS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

ANTOFAGASTA CERRO MORENO INTL AP (FUEL): Aviation fuel available between 1330/2230 GMT. Other hours on request with one hour in advance. (II-A1/80)

SANTIAGO FIR: With effect from JUN/12th/1980, in AWY A5 from 30 NM to the North of TBN (NDB) non directional radio beacon, will be increased the controlled airspace to the East of the AWY A5 in 5 additional NM. The additional controlled airspace before mentioned it is protected to the South to join with the controlled airspace of UMKAL 1 procedure (STAR 1). (II-A46/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong

Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;
   (10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.
   Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.
3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.

4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.
(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

NOTIFICATION OF ESTABLISHMENT OF AIR CORRIDOR IN KUNMING AND REROUTING OF GAOYAO-KUNMING AND NANNING-LAOLIANGCANG ROUTE SEGMENTS:

1. Kunming Air Corridor

(1) Kunming Aerodrome (VOR) - Luxi (NDB), Width 10Km.

(2) Inbound aircraft from or outbound aircraft towards the direction of Hongkong, Guangzhou and Nanning and aircraft overflying Kunming from or towards the direction referred to above are to follow this corridor.

(3) Flight altitude within the air corridor: Outbound 6,000m (QNE); Inbound 5,700m (QNE). Aircraft overflying Kunming must proceed along the air corridor, maintaining assigned enroute altitude.

(4) Navigational aid: Luxi NDB coordinates N24°31'E103°45', ident ZN, frequency 387Khz, hour of operation HO.

(5) Heading (M) and distance: Kunming (VOR)-Luxi (NDB) 118°/298° 115km.

(6) ATC requirements

a. Before entry into the air corridor aircraft must establish contact with Kunming Tower, taking the initiative in reporting flight conditions and follow its instructions.

b. Aircraft overflying Kunming must proceed along the air corridor maintaining assigned enroute altitude, establish contact in time with Kunming Tower and follow its instructions.

c. Aircraft within the air corridor may make ascent or descent when so cleared by the tower.

2. Re-routing of Route Segments

(1) The Gaoyao-Bose-Kunming segment of Guangzhou-Kunming route will be rerouted as Gaoyao-Laibin-Bose-Luxi-Kunming (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Gaoyao NDB-Laibin NDB 284°/104° 339km-Bose NDB 275°/95° 265km-Luxi NDB 284°/104° 304km-Kunming VOR 298°/118° 115 km.

b. Cruising level: Gaoyao-Kunming FL110m, Kunming-Gaoyao FL100m.

c. Minimum safe altitude: Gaoyao-Laibin 193m, Laibin-Bose 1626m, Bose-Luxi 3101m, Luxi-Kunming 3509m.

d. Navigational aid: Laibin NDB coordinates N23°44'E109°14', ident KC, frequency 393Khz, hour of operation HO.

(2) The Nanning-Laoliangcang segment of Nanning-Wuhan route will be re-routed as Nanning-Laibin-abeam Guilin-Laoliangcang (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Nanning NDB-Laibin NDB 42°/222° 166km-abeam Guilin NDB 33°/213° 197km-Laoliangcang NDB 33°/213° 370km.

b. Minimum safe altitude: Nanning-Laibin 1960m, Laibin-Laoliangcang 2741m.

The above notification will become applicable from 1601Z on April 29, 1980. (II-03/80)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:
COORDINATES -16°00'00"N 70°44'31"W
DESIGNATOR -VESKA
COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-12/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will

be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-21/80)

DOMINICAN REPUBLIC: With immediate effect until further notice, all SSB Transponder equipped aircraft flying within MDSD FIR before entering MJSJ FIR will operate code 2100 when flying FL 240 or above and code 1100 when flying FL 230 or below, if possible. (II-36/80)

DOMINICAN REPUBLIC: All aircraft on route from MDSD and destined to Europe must fly B20 to reporting point ANTEX before entering MJSJ FIR and then continue the planified route. (II-37/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight

-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flignts, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

CHANGE OF OPERATIONAL PROCEDURES IN RHEIN UIR: With effect from 10 JUL 1980 the following changes of operational procedures will be implemented.

Maintenance of a smooth flow of air traffic via reporting point Tango (TGO) demands that aircraft entering the upper airspace of the Federal Republic of Germany from Zurich UIR and proceeding to the airports Bremen, Dusseldorf, Koln-Bonn and Munster-Osnabruck, be cleared exclusively via standard route TRA-UA9-FFM.

The modified standard routes are published in AIP I RAC-2-6. (II-86/80)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

      i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

      ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

   c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

a. 10° of longitude South of 70°N (between 5°W and 65°W), and

b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:
1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E -2210N 11450E -Hong Kong withdrawn from service.

2. Route description. i) Southbound route -Guangzhou -Shilong ("LQ" NDB) -2232N 11406E (RUMET) -"HKG" NDB -Hong Kong. Transfer-of-control is at RUMET. ii) Northbound route -Hong Kong -"CH" VOR -2221.5N 11352E (TEGAL) -2224.5N 11348E (Neilingding Dao) -Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A04/80)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

AVAILABILITY OF AVGAS:
AVGAS 115/145 octane is not available from 27-3-1979 UFN.

AVGAS 100/130 octane is not available from 9-11-1979 UFN. (II-6/80)

EXTENSION OF ATS ROUTE RED-25: With effect from 120001 June 1980 existing Red-25 in Calcutta FIR from Kathmandu - Calcutta is extended to POTIT (1737N 9200E). The lateral and vertical limits of the extended portion will be as follows:

Lateral Limits - 20 NM between CEA VOR - KILAL (2106N 8936E) 40 NM between KILAL - POTIT

Vertical Limits - Lower Limit FL - 75
Upper Limit FL - 460

Route will be bi-directional and Flight Information Service will be provided in the airspace outside controlled airspace. (II-9/80)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green -62 and to provide for a two one-way routing system east of Jakarta, the following redesignation of ATS route Green -62 and establishment of ATS route Green -61 will be effected.

2. The route segment Jakarta -Madin (06.08 S/110.23E) -Surabaya previously identified as Green -62 to be redesignated as Green -61 with the following specifications:
AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) -Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) -SBY VOR (07.21 S/112.46.50 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as Green - 62 with the following specifications:
AA. Reporting points DPS VOR (08.48.40S/115.09.25E) -Sby vor (07.21.20S/112.46.50 E) -OC NDB -"CA" NDB (06.43S/108.34 E) -HLM VOR (06.24,2S/106.53.08,8 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used westbound Traffic from Denpasar to Halim VOR.
(II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz. (II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.

(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."

(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.

(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.

(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases.

Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.
1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.
2. On trial basis it is in force the following:
a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:
(1) 250 KT IAS at FL100 or below;
(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;
(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;
(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.
3. Furthermore, Roma and Milano radar may request pilots:
a. to adjust speed in a specific manner during the intermediate approach;
b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.
4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:
a. until crossing FL100 departing from aerodromes located within Milano TMA;
b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.
(II-3/80)

JAMAICA

SPECIAL NOTICE--Kingston radio remains decommissioned, however, air/ground frequency 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures.
(II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:
a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.
Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit -4500 feet AMSL

Controlling Authority -Kingston Area Control Center

Transition level -FL 50

Transition altitude -4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace -Instrument Restricted).
b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace -Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.
1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.
2. Effective Daily Time Frame.
Within Tokyo FIR: 1200Z-1700Z
Within Honolulu FIR: 1300Z-2100Z
3. Usable Flight Levels. All IFR flight levels at or above FL290.
4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.
5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.
6. Flight Planning.
a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:
(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.
(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.
b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.
c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.
d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a

gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

CHANGE OF MEA ON AIRWAY R-11: WEF 1501 GMT 9 July 1980, a part of MEA on airway R-11 will be changed as follows:

GTC 328° $\frac{\text{40NM}}{\text{5000}}$

GTC 40 DME Fix $\frac{\text{60NM}}{\text{9000}}$ 148° CFH

(II-128/80)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:

a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:

Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.

Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:

(a) On Airway B39 -10 minutes from Nairobi UTA.

(b) On ADR DA10 -10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-14 item 18 refers. (II-63/69)

EAST AFRICA FIR: In Kenya uplifts of AVGAS 100/130 is restricted to seventy percent of the customers' requirements. Limited stock would be available for visiting customers who should inquire of the availability before coming to Kenya. (II-74/80)

EAST AFRICA FIR: All aircraft entering East Africa FIR above FL 145 are required to Squawk 3/A 2000 with altitude until further notice. (II-76/80)

EAST AFRICA FIR: Airways A40/UA40 between Entebbe and Nairobi is operative 0400/1500 hours daily until further notice. (II-77/80)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N
   13°23'E--32°50'N 16°00'E--
   31°31'20"N 16°00'E--31°55'N
   14°07'E--32°43'N 13°36'E--32°45'N
   13°32'E--32°50'N 13°11'E 32°55'N
   13°10'E--32°55'N 13°10'E--33°02'N
   13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace: $\frac{\text{UNL}}{\text{GND}}$
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRO", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:
1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:
(i) Extension of Airway W3;
(ii) Redesignation of Airway W3 and Airway W6; and
(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.
2. Extension of Airway W3:
2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:
2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.
2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460
3. Redesignation of Airway W6 and Airway W3:
3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).
4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:
4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

FORECAST TAKE-OFF TEMPERATURE ON HOT DAYS: With effect 1st June 1980, Air Traffic Control will provide, on request, a forecast runway temperature valid for thirty minutes. This service will be available between 0600 and 1800 hours during the period 1st June - 30th September and will supplement the forecast service provided by the Meteorological Office. (II-4/80)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound. (II-A10/79)

NETHERLANDS

HILVERSUM AIRPORT: The following runways have been established in lieu of "All Ways" (AW) landings--13-31 (750 x 50m), 05-23 (660 x 50m), and 18-36 (700 x 50m). The establishment of the runways is temporary and on a trial basis in order to fight possible noise disturbance for people living in the surroundings of the aerodrome. During this period the aerodrome will be available on prior permission only. (II-65/78)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:

a. Position, flight level and time at which the deviation from the route is expected to be made.

b. Direction and distance upto which the aircraft is likely to deviate from the route.

c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-3/80)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-12/80)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-23/80)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft, Mode A/3 Code 1200. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

PORTUGAL

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE
For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES
The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA
1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle

track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.

1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;

2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;

3. Requests for clearances should include the following information:

a. Call sign;
b. Present and requested flight level;
c. Coordinates of OCA entry point and an accurate estimate for this point, and;
d. Any change to filed Flight Plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. **ROUTE DESIGNATION**
1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67): 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. **FLIGHT LEVEL UTILIZATION**
2.1 Appropriate to direction of flight.

3. **FLIGHT PLANNING**
3.1 Flights to/from/over the Caribbean area estimated to cross 30W:
3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;
3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.
3.2 Random flight planning during other hours is acceptable.
3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.
3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. **AIR TRAFFIC PROCEDURES**
4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;
4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.
4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.
4.4 ATC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.
4.5 Aircraft operating on the defined route system shall report over the latitude/-longitude points specified in 1.1 or 1.2 above.
(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.

2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.

3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:

(1)	Durma:	Raghba VORTAC R070/25 NM.
(2)	Jamal:	Riyadh VORTAC R043/95 NM.
(3)	Yusef:	Riyadh VORTAC R260/100 NM.
(4)	Naife:	Riyadh VORTAC R028/86 NM.
(5)	Nawaf:	Riyadh VORTAC R205/100 NM.
(6)	Turkey:	Riyadh VORTAC R305/93 NM.
(7)	Sedir:	Riyadh VORTAC R300/100 NM.

The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E

and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

TENERIFE AD. - FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. - UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRB (RAC 3.2-27 REF) is established as shown below:

	TUDELA INT 4159N 0132W		
		056 236	78 144
UIR MADRID UIR FRANCIA	UIRB 4248N 0009W		

PINA INT is cancelled on this airway. (II-277/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWEDEN

KARLSTAD AERODROME--LOCAL FLYING RESTRICTIONS: In order to minimize noise disturbances at KARLSTAD aerodrome the following restriction applies for the use of runway 18/36:

Propeller aircraft with an AUW exceeding 5700 kilos and jet aircraft are only permitted to take-off from runway 36 and land on runway 18 when wind conditions at the traffic situation so require.

(II-1089/80)

SWITZERLAND

ZURICH AIRPORT - CLOSURE OF RWY 16/34 (WIP):

1. WEF 27 MAY 1980, 0600 GMT and UFN, RWY 16/34 will be closed due to WIP. (APRX 4 weeks)

2. Consequences for Scheduled and Non-scheduled Commercial Air Traffic:
   - 2.1 Departures according to schedule can be warranted to a certain extent on RWY 10/28 only.
   - 2.2 Departing short-haul and medium range flights on RWY 32 must expect considerable delays depending on the situation in the approach sector.
   - 2.3 ACFT without Noise-certificate departing for long-range flights of over 4000 km shall take off on RWY 32.
   - 2.4 No departures on RWY 14 authorized also during the restriction period.
   - 2.5 The Airport Authority may allow landings on RWY 32 in exceptional cases.

3. Consequences for General Aviation Flights (IFR and VFR):
   - 3.1 Zurich Airport shall be avoided if possible.
   - 3.2 During the peak-hours of the scheduled and the non-scheduled commercial air traffic considerable delays must be expected.
   - 3.3 Zurich Airport may be closed for short periods depending on the traffic situation.

(II-31/80)

GENEVA-COINTRIN AIRPORT - NOISE ABATEMENT AT THE GENERAL AVIATION CENTRE (GAC): Restrictions of use at the General Aviation Centre will come into force WEF 12 JUN 1980 as follows:

1. Aeroplanes of over 15000 kg Maximum Take-off Weight shall no more have access to the GAC, with the exception of:
   - 1.1 General Aviation aeroplane types in excess of this weight but which are considered as causing a low noise level and are approved by the Airport Authority;
   - 1.2 General Aviation aeroplane types in excess of this weight but on which technical work has to be executed within the workshop area of TRANSAIR (Suisse) SA.

2. At the General Aviation Centre, the following regulation is applicable to the use of Auxiliary Power Units (APU):
   - 2.1 at the maximum 15 minutes prior to the aeroplane's departure;
   - 2.2 at the maximum 5 minutes after the aeroplane's arrival.
   - 2.3 the use of APU for maintenance reasons is subject to an authorization of the Airport Authority.

3. The low-noise aeroplane types approved by the Airport Authority according to 1.1 above are for the present "Mystere 50", "Challenger" and "Jet Star II".

(II-36/80)

GENEVA UIR/UG 5, LYON - ST-PREX: In accordance to the French publications, the hitherto UG 5 route segment Lyon - St-Prex receives the new identification UG 5B WIE. (II-37/80)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP -East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100LL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWO paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from Zimbabwe (Rhodesia) are permitted to overfly, land in, or depart from Tanzania. AIP - Tanzania FAL 1.1.4 Refers. (II-A31/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and OLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

REGULATIONS FOR SMALL AIRCRAFT AND HELICOPTERS FLYING NON-SCHEDULED FLIGHT

During declaration state of national emergency, subject to the provision Article 89 of the Chicago Convention, small aircraft and helicopters of the Contracting States of the Convention of International Civil Aviation intending to fly non-scheduled flight to/from Thailand must submit an application to the Department of Aviation not less than 15 days prior to flight commencement. Such application must contain the following particulars:

1. Number and Type of Aircraft
2. Identification/Nationality and Registration of the Aircraft
3. Flight Rule and Status
4. Route Schedule
5. Date/Times entry/exit BKK FIR boundaries
6. Date/Times of Arrival/departure (In case of landing in Thailand)
7. Airways to be used via BKK FIR
8. Alternate Aerodrome
9. Speed
10. Level
11. Endurance
12. Passenger on board
13. Crew
14. Purpose of landing
15. Purpose of flight
16. Owner & address

Other small aircraft and helicopters of Non-Contracting States of the Convention on internation Civil Aviation desiring to fly in transit non-stop across Thailand or to land in Thailand for non-traffic purposes must apply and obtain prior permission through diplomatic channel. The application according to the above mentioned regulation must contain all the above particulars 1 - 16.

This AIC will come into effect from 20th June 1980. (AIC-3/80)

TUNISIA

SUPPLY OF GASOLINE 100/130 (OCTANE) AT THE AIRPORTS OF TUNIS/CARTHAGE AND JERBA/ ZARZIS: Beginning June 1, 1980, and until further notice, the supply of gasoline 100/130 (octane) (AVGAS 100LL) will be reserved exclusively for local customers. (II-21/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

DUBAI: Until further notice AVGAS will only be available at Dubai Airport by prior arrangement with British Petroleum. (Bahrain II-039/79)

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

UNITED KINGDOM

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:
1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

PEAK PERIOD ROUTES AND AIRWAYS AMBER THREE FOUR WEST/UPPER AMBER THREE FOUR WEST AND WHITE ONE TWO/UPPER WHITE ONE TWO: From 1st May, 1980 Peak Period Routes A34W/UA34W and W12/UW12 will be active from 1200 GMT on Fridays to 0700 GMT on Mondays and from 1200 GMT on the days preceding to 0700 GMT on the days following Public Holidays. The routes may not be available at certain times due to military activity and these times will be published by NOTAM Class One. The availability of A34W/UA34W/W12/UW12 between 1200 GMT and 1700 GMT on Fridays and the days preceding Public Holidays is also subject to agreement on that day between the ATC Authorities of France and the United Kingdom and non-availability will be notified by NOTAM Class One. (II-A255/80)

AIRWAY WHITE EIGHT (W8): The portion of Airway White Eight (W8) south of the London/Brest FIR boundary between Neville (500000N 002200W) and Jersey NDB "JEY", control of which was previously delegated by the French Authorities to the Jersey Zone Controller, is now controlled by Brest ACC. The compulsory reporting point on this portion of the airway which was previously known as SIERRA (492850N 012200W) has been re-named NORMA. (II-353/80)

LONDON/HEATHROW AIRPORT--NIGHT MOVEMENT RESTRICTIONS: Until further notice no landings or take-offs by non-scheduled operators are permitted within the night quota times notified in NOTAM A184/1980. All non-scheduled operators and handling agents must note that when permission is granted for a flight to operate into and/or out of Heathrow, such permission ceases to apply if the approved time is not adhered to. No extension will be granted to enable the flight to operate within the night quota period. (II-359/80)

ADVISORY AIRSPACE--ATS ROUTE DELTA WHITE THREE: NOTAM A333/1980 amended the reporting points on certain routes following the changes made in the en-route Holding Patterns published in NOTAM A332/1980. In particular, the mandatory reporting point Start Point (591540N 022200W) was eliminated from ATS route DW3. However, as there is a need for a reporting point in this position, it is proposed to restore Start Point as a mandatory reporting point on DW3, and to make the Holding Point KISTA (593027N 015652W) an "on request" reporting point. This will be effective from 10 July 1980. (II-A393/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details).
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

CLOSURE OF SKOPJE AERODROME: With effect from 15 June till 31 July 1980, aerodrome Skopje will be closed for international and domestic air traffic due to reconstruction. (II-13/80)

ZAMBIA

LUSAKA F.I.R. NON SCHEDULED FLIGHTS: The Zambian Airspace is now open to all non-scheduled flights except Western Province. Those operators wishing to operate into or over fly Western Province of Zambia must apply to the Commander Zambia National Defense Forces giving ten (10) days Prior Notice and Approval must be received by the applicant before flight is under taken.

The application must include the following:

(a) pilots name
(b) operators name and address
(c) type of aircraft and registration
(d) route or area of operation
(e) purpose of flight dates, timings etc.

All applications are directed to the Commander Z.N.D. Forces. (II-5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

LIBERIA

Effective June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry and Transportation request all foreign civilian and military registered aircraft (not normal scheduled commercial flights) wishing to overfly or land at Liberian aerodromes compliance with the following provisions: Permission to overfly or land is subject to prior request. Request should be made by mail and should reach civil aviation authorities three weeks prior to operation (or two weeks if request made by telex). Request should include the following:

1. Name, nationality and address of applicant.

2. Aircraft registration marks or service number and nationality of owners.

3. Type of aircraft.

4. Purpose of flight and nature of cargo.

5. Aerodrome or origin. Date and time of departure. Last aerodrome departed before entering Liberian airspace.

6. Date, time and point of entering Liberian airspace.

7. Date, time and aerodrome of landing in Liberia.

8. Point and time of exit.

9. Date, time and first aerodrome of landing after departing Liberia.

10. Date and time of final destination.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded.

2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission.

3. Approved requests will be void after 24 hours of the date/time of entry.

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

Cancun
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Hermosillo
Matamoros
Merida
Mexicali
Nogales
Nueva Laredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

TURKS AND CAICOS ISLANDS:

Charter, commercial and freight aircraft require 24 hour prior permission to land. Address to: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.) Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

   a. Track and ground speed checks.

   b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

   c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

   d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

   a. Use the following VHF radio frequencies for contacting radar station:

      (1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

      (2) 126.2 Northern DEW stations.

      (3) 133.2 for Icelandic military ADIZ.

      (4) 122.2 for other areas.

   b. Call "Radar Assistance."

   c. The subsequent call sign of the ground station will be the call sign given by the ground station.

   d. After communication has been established with ground radar station, request the service desired.

   e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

   f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

   g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.

*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63,	Two-Way	Eastbound:	FL300, 340, 380
		Westbound:	FL 320, 360, 400
R 64,	One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65,	One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76,	One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77,	One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78,	Two-Way	Eastbound:	FL 310, 350, 390
		Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.
The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

H.H.

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW Washington, D.C. 20591 (telephone 202-426 3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:
a) U.K. SOUTH-EAST;
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
a) Austria, Hungary, Romania, Bulgaria (via Hungary)
b) Yugoslavia (except Belgrade), Greece
c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
a) Austria, Hungary, Romania, Bulgaria (via Hungary)
b) Yugoslavia (except Belgrade), Greece
c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
a) Yugoslavia (except Belgrade), Greece
b) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
a) U.K. South-east, Belgium, London/Gatwick
b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)
Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
a) U.K. South-east, London/Heathrow, Belgium
b) France, Switzerland
c) U.K. North, Netherlands
Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
a) U.K. South-east, London/Heathrow, Belgium
b) U.K. North, Netherlands
c) France, Switzerland
Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
a) Northern Germany (Federal Republic of Germany)
b) Stuttgart (via Austria)
Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

EXTENSION OF MANDATORY OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 Oct 1980 all aircraft within the FIR WIEN operating on night VFR flights outside the traffic circuit of aerodromes shall carry on board a SSR transponder meeting the Standards of ICAO Annex 10, Vol I, Part I, item 2.5.
2. The transponder shall have the capability to respond at least to Mode A interrogations and to reply with 4096 codes.
3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.
4. If pilots select on Mode A either Code 7700, 7600, or 7500, this will be indicated on the controllers display automatically.
5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part I, item 13.4. (II-A057/80)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
   A. To Jeddah via B55W Golbi -Silno -Malaga -Raghba -G53 -Jeddah or A1 -Silno -G53W -Riyadh - G53 -Jeddah.
   B. From Jeddah B57 -Darb -Afif -Riyadh -G53E -Dhahran or Jeddah -B57 -Quasumah.
   C. Inbound FL 310 or above.
   D. Outbound via Gassim -B57 -Qaisumah FL 290 and below or via Riyadh -G53E -Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.

A. To Jeddah via A60.
B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina -A60.
C. Inbound FL 310 to Jeddah.
D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.
A. To Jeddah. W22 -Medina -A60 -Jeddah.
B. From Jeddah. Via Majed thence MAD 158R to Medina W22.
C. Flight levels to be determined.

4. Traffic from/to Cairo Area.
A. To Jeddah. Via Luxor -R39 -Jeddah.
B. From Jeddah. A26 -Alwajh -W4 -Luxor.
C. Inbound flight level unrestricted.
D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.
A. To Jeddah. Khartoum -G498 -Jeddah.
B. From Jeddah. G49 -Khartoum.
C. Flight levels to be determined.

6. Traffic from/to Kuwait.
A. To Jeddah or Riyadh. Golbi -Magala -Raghba -G53 -Jeddah.
B. From Jeddah. B57 -Quaisumah.
C. Inbound to Jeddah / Riyadh FL 310 and above.
D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.
E. Inbound overflying Jeddah B54 -HIL -A60 FL 310 and above.
(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BAHRAIN: AVGAS 100/130 maximum uplift 100 IMP GALS available to BP or CALTEX contract customers only or by prior arrangements. (II-75/80)

BAHRAIN FIR: The Smallpox vaccination is no longer required for arrival in Bahrain, Oman and Qater Airports. (II-110/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:
Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.
(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':
No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.
PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the

triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A036/79)

BARBADOS

SPECIAL NOTICE: WEF 30th June 1980 until 25th July 1980, first 1500 ft of Rwy 09 unavailable for all operations due to resurfacing work in progress between the hours of 1100/2100Z Monday to Friday. Temporary displaced THR lights will be installed. Exit No. 2 unavailable. During landing and take-off men and equipments will be removed from area. Refer to tower instructions. (II-5/80)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

ATS ROUTE B 23 - SEA ISLE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the ATS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

ANTOFAGASTA CERRO MORENO INTL AP (FUEL): Aviation fuel available between 1330/2230 GMT. Other hours on request with one hour in advance. (II-A1/80)

SANTIAGO FIR: With effect from JUN/12th/1980, in AWY A5 from 30 NM to the North of TBN (NDB) non directional radio beacon, will be increased the controlled airspace to the East of the AWY A5 in 5 additional NM. The additional controlled airspace before mentioned it is protected to the South to join with the controlled airspace of UMKAL 1 procedure (STAR 1). (II-A46/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   - (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   - (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   - (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   - (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   - (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   - (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   - (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m

over Shilong and to continue descending to 3,000m over ROMEO;

(6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;

(7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;

(8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;

(9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;

(10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.

3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.

4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

NOTIFICATION OF ESTABLISHMENT OF AIR CORRIDOR IN KUNMING AND REROUTING OF GAOYAO-KUNMING AND NANNING-LAOLIANGCANG ROUTE SEGMENTS:

1. Kunming Air Corridor

(1) Kunming Aerodrome (VOR) - Luxi (NDB), Width 10Km.

(2) Inbound aircraft from or outbound aircraft towards the direction of Hongkong, Guangzhou and Nanning and aircraft overflying Kunming from or towards the direction referred to above are to follow this corridor.

(3) Flight altitude within the air corridor: Outbound 6,000m (QNE); Inbound 5,700m (QNE). Aircraft overflying Kunming must proceed along the air corridor, maintaining assigned enroute altitude.

(4) Navigational aid: Luxi NDB coordinates N24°31'E103°45', ident ZN, frequency 387Khz, hour of operation HO.

(5) Heading (M) and distance: Kunming (VOR)-Luxi (NDB) 118°/298° 115km.

(6) ATC requirements

a. Before entry into the air corridor aircraft must establish contact with Kunming Tower, taking the initiative in reporting flight conditions and follow its instructions.

b. Aircraft overflying Kunming must proceed along the air corridor maintaining assigned enroute altitude, establish contact in time with Kunming Tower and follow its instructions.

c. Aircraft within the air corridor may make ascent or descent when so cleared by the tower.

2. Re-routing of Route Segments

(1) The Gaoyao-Bose-Kunming segment of Guangzhou-Kunming route will be rerouted as Gaoyao-Laibin-Bose-Luxi-Kunming (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Gaoyao NDB-Laibin NDB 284°/104° 339km-Bose NDB 275°/95° 265km-Luxi NDB 284°/104° 304km-Kunming VOR 298°/118° 115 km.

b. Cruising level: Gaoyao-Kunming FL110m, Kunming-Gaoyao FL100m.

c. Minimum safe altitude: Gaoyao-Laibin 193m, Laibin-Bose 1626m, Bose-Luxi 3101m, Luxi-Kunming 3509m.

d. Navigational aid: Laibin NDB coordinates N23°44'E109°14', ident KC, frequency 393Khz, hour of operation HO.

(2) The Nanning-Laoliangcang segment of Nanning-Wuhan route will be re-routed as Nanning-Laibin-abeam Guilin-Laoliangcang (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Nanning NDB-Laibin NDB 42°/222° 166km-abeam Guilin NDB 33°/213° 197km-Laoliangcang NDB 33°/213° 370km.

b. Minimum safe altitude: Nanning-Laibin 1960m, Laibin-Laoliangcang 2741m.

The above notification will become applicable from 1601Z on April 29, 1980. (II-03/80)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:
COORDINATES -16°00'00"N 70°44'31"W
DESIGNATOR -VESKA
COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-12/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-21/80)

DOMINICAN REPUBLIC: With immediate effect until further notice, all SSB Transponder equipped aircraft flying within MDSD FIR before entering MJSJ FIR will operate code 2100 when flying FL 240 or above and code 1100 when flying FL 230 or below, if possible. (II-36/80)

DOMINICAN REPUBLIC: All aircraft on route from MDSD and destined to Europe must fly B20 to reporting point ANTEX before entering MJSJ FIR and then continue the planified route. (II-37/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:
1) position NUBAR 2200N 3145E.
2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.
3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of

the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic o Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

CHANGE OF OPERATIONAL PROCEDURES IN RHEIN UIR: With effect from 10 JUL 1980 the following changes of operational procedures will be implemented.

Maintenance of a smooth flow of air traffic via reporting point Tango (TGO) demands that aircraft entering the upper airspace of the Federal Republic of Germany from Zurich UIR and proceeding to the airports Bremen, Dusseldorf, Koln-Bonn and Munster-Osnabruck, be cleared exclusively via standard route TRA-UA9-FFM.

The modified standard routes are published in AIP I RAC-2-6. (II-86/80)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444-RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO

Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

      i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

      ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

   c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

      i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

      ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

      iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

   d. Flights operating predominantly in North-South direction:

      i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:

1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E -2210N 11450E -Hong Kong withdrawn from service.

2. Route description. i) Southbound route -Guangzhou -Shilong ("LQ" NDB) -2232N 11406E (RUMET) -"HKG" NDB -Hong Kong. Transfer-of-control is at RUMET. ii) Northbound route -Hong Kong -"CH" VOR -2221.5N 11352E (TEGAL) -2224.5N 11348E (Neilingding Dao) -Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A04/80)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A onto 042° and climb to 2500'/750m/QNH proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

AVAILABILITY OF AVGAS:
AVGAS 115/145 octane is not available from 27-3-1979 UFN.
AVGAS 100/130 octane is not available fro
9-11-1979 UFN. (II-6/80)

EXTENSION OF ATS ROUTE RED-25: With effect from 120001 June 1980 existing Red-25 in Calcutta FIR from Kathmandu - Calcutta is extended to POTIT (1737N 9200E). The lateral and vertical limits of the extended portion will be as follows:

Lateral Limits - 20 NM between CEA VOR - KILAL (2106N 8936E) 40 NM between KILAL - POTIT

Vertical Limits - Lower Limit FL - 75
Upper Limit FL - 460

Route will be bi-directional and Flight Information Service will be provided in the airspace outside controlled airspace. (II-9/80)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green -62 and to provide for a two one-way routing system east of Jakarta, the following redesignation

of ATS route Green -62 and establishment of ATS route Green -61 will be effected.

. The route segment Jakarta -Madin (06.08 S/110.23E) -Surabaya previously identified as Green -62 to be redesignated as Green -61 with the following specifications:

AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) -Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) -SBY VOR (07.21 S/112.46.50 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as Green - 62 with the following specifications:

AA. Reporting points DPS VOR (08.48.40S/115.09.25E) -Sby vor (07.21.20S/112.46.50 E) -OC NDB -"CA" NDB (06.43S/108.34 E) -HLM VOR (06.24,2S/106.53.08,8 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used westbound Traffic from Denpasar to Halim VOR.
(II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz. (II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.
(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."
(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.
(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.
(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.
1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.
2. On trial basis it is in force the following:
a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:
(1) 250 KT IAS at FL100 or below;
(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;
(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;
(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.
3. Furthermore, Roma and Milano radar may request pilots:
a. to adjust speed in a specific manner during the intermediate approach;
b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.
4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:
a. until crossing FL100 departing from aerodromes located within Milano TMA;
b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.
(II-3/80)

JAMAICA

SPECIAL NOTICE--Kingston radio remains decommissioned, however, air/ground frequency 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit -4500 feet AMSL

Controlling Authority -Kingston Area Control Center

Transition level -FL 50

Transition altitude -4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace -Instrument Restricted).
b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace -Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.
2. Effective Daily Time Frame.
   Within Tokyo FIR: 1200Z-1700Z
   Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

CHANGE OF MEA ON AIRWAY R-11: WEF 1501 GMT 9 July 1980, a part of MEA on airway R-11 will be changed as follows:

GTC 328° $\frac{\text{40NM}}{\text{5000}}$

GTC 40 DME Fix $\frac{\text{60NM}}{\text{9000}}$ 148° CFH

(II-128/80)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:

a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:

Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.

Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:

(a) On Airway B39 -10 minutes from Nairobi UTA.

(b) On ADR DA10 -10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

EAST AFRICA FIR: In Kenya uplifts of AVGAS 100/130 is restricted to seventy percent of the customers' requirements. Limited stock would be available for visiting customers who should inquire of the availability before coming to Kenya. (II-74/80)

EAST AFRICA FIR: All aircraft entering East Africa FIR above FL 145 are required to Squawk 3/A 2000 with altitude until further notice. (II-76/80)

EAST AFRICA FIR: Airways A40/UA40 between Entebbe and Nairobi is operative 0400/1500 hours daily until further notice. (II-77/80)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

ROBERTS INTL AIRPORT/LIBERIA: AVGAS 100/130 completely withdrawn until further notice. (II-4/80)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.

2. Vertical limits of the airspace:

   UNL

   GND

3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRO", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64 (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille. Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

FORECAST TAKE-OFF TEMPERATURE ON HOT DAYS: With effect 1st June 1980, Air Traffic Control will provide, on request, a forecast runway temperature valid for thirty minutes. This service will be available between 0600 and 1800 hours during the period 1st June - 30th September and will supplement the forecast service provided by the Meteorological Office. (II-4/80)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.
(II-A10/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.

2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.

3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.

4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCI 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:

a. Position, flight level and time at which the deviation from the route is expected to be made.

b. Direction and distance upto which the aircraft is likely to deviate from the route.

c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-3/80)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-12/80)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-3/80)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft, Mode A/3 Code 1200. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

REQUIREMENT FOR GENERAL AVIATION PILOTS FILING IFR FLIGHT PLANS: For strict compliance by all concerned, effective immediately, all general aviation pilots filing IFR flight plans shall certify on the available space on the face of the flight plan that both pilot and aircraft are IFR rated. (II-AIC 4/80)

PORTUGAL

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE
For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES
The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA
1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES; In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.
1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;
2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;
3. Requests for clearances should include the following information:
a. Call sign;
b. Present and requested flight level;
c. Coordinates of OCA entry point and an accurate estimate for this point, and;
d. Any change to filed Flight Plan.
4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, and organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. **ROUTE DESIGNATION**
1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67): 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. **FLIGHT LEVEL UTILIZATION**
2.1 Appropriate to direction of flight.

3. **FLIGHT PLANNING**
3.1 Flights to/from/over the Caribbean area estimated to cross 30W:
3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;
3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.
3.2 Random flight planning during other hours is acceptable.
3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.
3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. **AIR TRAFFIC PROCEDURES**
4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;
4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.
4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.
4.4 AIC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.
4.5 Aircraft operating on the defined route system shall report over the latitude/-

longitude points specified in 1.1 or 1.2 above. (II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.
2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.
3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 10, operating day and night (H24), position 6°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:

(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.

The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:

020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

TENERIFE AD. - FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. - UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRB (PAC 3.2-27 REF) is established as shown below:

	TUDELA INT		
	4159N 0132W		
		056	78
		236	144
UIR MADRID	UIRB		
UIR FRANCIA	4248N 0009W		

PINA INT is cancelled on this airway. (II-277/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWEDEN

KARLSTAD AERODROME--LOCAL FLYING RESTRICTIONS: In order to minimize noise disturbances at KARLSTAD aerodrome the following restriction applies for the use of runway 18/36:

Propeller aircraft with an AUW exceeding 5700 kilos and jet aircraft are only permitted to take-off from runway 36 and land on runway 18 when wind conditions at the traffic situation so require.

(II-1089/80)

SWITZERLAND

GENEVA UIR/UG 5, LYON - ST-PREX: I accordance to the French publications, th hitherto UG 5 route segment Lyon - St-Prex receives the new identification UG 5B WIE. (II-37/80)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6: Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May

26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet VR 350 M. Taipei/CKS CAT II ILS landing inimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP -East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100LL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWO paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from mbabwe (Rhodesia) are permitted to verfly, land in, or depart from Tanzania. AIP - Tanzania FAL 1.1.4 Refers. (II-A31/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and OLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

REGULATIONS FOR SMALL AIRCRAFT AND HELICOPTERS FLYING NON-SCHEDULED FLIGHT

During declaration state of national emergency, subject to the provision Article 89 of the Chicago Convention, small aircraft and helicopters of the Contracting States of the Convention of International Civil Aviation intending to fly non-scheduled flight to/from Thailand must submit an application to the Department of Aviation not less than 15 days prior to flight commencement. Such application must contain the following particulars:

1. Number and Type of Aircraft
2. Identification/Nationality and Registration of the Aircraft
3. Flight Rule and Status
4. Route Schedule
5. Date/Times entry/exit BKK FIR boundaries
6. Date/Times of Arrival/departure (In case of landing in Thailand)
7. Airways to be used via BKK FIR
8. Alternate Aerodrome
9. Speed
10. Level
11. Endurance
12. Passenger on board
13. Crew
14. Purpose of landing
15. Purpose of flight
16. Owner & address

Other small aircraft and helicopters of Non-Contracting States of the Convention on internation Civil Aviation desiring to fly in transit non-stop across Thailand or to land in Thailand for non-traffic purposes must apply and obtain prior permission through diplomatic channel. The application according to the above mentioned regulation must contain all the above particulars 1 - 16.

This AIC will come into effect from 20th June 1980. (AIC-3/80)

TUNISIA

SUPPLY OF GASOLINE 100/130 (OCTANE) AT THE AIRPORTS OF TUNIS/CARTHAGE AND JERBA/ ZARZIS: Beginning June 1, 1980, and until further notice, the supply of gasoline 100/130 (octane) (AVGAS 100LL) will be reserved exclusively for local customers. (II-21/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

DUBAI INTL: With effect from 15 July 1980 the fuel grades available at Dubai Intl airport are as follows: AVGAS - 100LL and JET A1 only. (II-106/80)

- RAS AL KHAIMAH: The Smallpox vaccination is no longer required for arrival at Ras-Al-Khaimah Intl airport. (II-108/80)

- SHARJAH: The Smallpox vaccination is no longer required for arrival at Sharjah Intl airport. (II-109/80)

UNITED KINGDOM

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:

1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

PEAK PERIOD ROUTES AND AIRWAYS AMBER THREE FOUR WEST/UPPER AMBER THREE FOUR WEST AND WHITE ONE TWO/UPPER WHITE ONE TWO: From 1st May, 1980 Peak Period Routes A34W/UA34W and W12/UW12 will be active from 1200 GMT on Fridays to 0700 GMT on Mondays and from 1200 GMT on the days preceding to 0700 GMT on the days following Public Holidays. The routes may not be available at certain times due to military activity and these times will be published by NOTAM Class One. The availability of A34W/UA34W/W12/UW12 between 1200 GMT and 1700 GMT on Fridays and the days preceding Public Holidays is also subject to agreement on that day between the ATC Authorities of France and the United Kingdom and non-availability will be notified by NOTAM Class One. (II-A255/80)

AIRWAY WHITE EIGHT (W8): The portion of Airway White Eight (W8) south of the London/Brest FIR boundary between Neville (500000N 002200W) and Jersey NDB "JEY", control of which was previously delegated by the French Authorities to the Jersey Zone Controller, is now controlled by Brest ACC. The compulsory reporting point on this portion of the airway which was previously known as SIERRA (492850N 012200W) has been re-named NORMA. (II-353/80)

LONDON/HEATHROW AIRPORT--NIGHT MOVEMENT RESTRICTIONS: Until further notice no landings or take-offs by non-scheduled operators are permitted within the night quota times notified in NOTAM A184/1980. All non-scheduled operators and handling agents must note that when permission is granted for a flight to operate into and/or out of Heathrow, such permission ceases to apply if the approved time is not adhered to. No extension will be granted to enable the flight to operate within the night quota period. (II-359/80)

ADVISORY AIRSPACE--ATS ROUTE DELTA WHITE THREE: NOTAM A333/1980 amended the reporting points on certain routes following the changes made in the en-route Holding Patterns published in NOTAM A332/1980. In particular, the mandatory reporting point Start Point (591540N 022200W) was eliminated from ATS route DW3. However, as there is a need for a reporting point in this position it is proposed to restore Start Point as a mandatory reporting point on DW3, and to make the Holding Point KISTA (593027N 015652W) an "on request" reporting point. This will be effective from 10 July 1980. (II-A393/80)

STANDARD ROUTES TO AIRPORTS WITHIN THE LONDON TMA: Standard routes inbound to London/Heathrow, London/Gatwick, Luton and Stansted from the North are affected by the revised routes promulgated for the Daventry CTA in A308/1980, which were introduced on 12th June, 1980.

2. The standard routes for aircraft inbound to London/Heathrow, Luton or Stansted from the North on Airways A1E or A1/B3 are revised to route via Westcott NDB instead of Kingswood.

3. The standard route for aircraft inbound to London/Gatwick from the North via A1/B3 at FL 90 to FL 120 inclusive is Honiley--Woodley--Midhurst--Mayfield, but occasionally due to activity on EGD. 129 ATC may require aircraft to route additionally via Westcott NDB. (II-A451/80)

MINIMUM CRUISING LEVELS ON ADVISORY ROUTE DELTA BLUE THREE TWO (DB32): As a result of the introduction of a lowered base for Airway Amber One in the vicinity of Cowly (Notam A307/1980 refers), the minimum cruising level restriction (when applicable) on DB32 between Norry and Westcott is now lowered to FL 90. (II-A452/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
vember (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details).
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

CLOSURE OF SKOPJE AERODROME: With effect from 15 June till 31 July 1980, aerodrome Skopje will be closed for international and domestic air traffic due to reconstruction. (II-13/80)

ZAMBIA

LUSAKA F.I.R. NON SCHEDULED FLIGHTS: The Zambian Airspace is now open to all non-scheduled flights except Western Province. Those operators wishing to operate into or over fly Western Province of Zambia must apply to the Commander Zambia National Defense Forces giving ten (10) days Prior Notice and Approval must be received by the applicant before flight is under taken.

The application must include the following:

(a) pilots name
(b) operators name and address
(c) type of aircraft and registration
(d) route or area of operation
(e) purpose of flight dates, timings etc.

All applications are directed to the Commander Z.N.D. Forces. (II-5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month mu[illegible] submit his request in writing, on Guatemala legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

LIBERIA

Effective June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry and Transportation request all foreign civilian and military registered aircraft (not normal scheduled commercial flights) wishing to overfly or land at Liberian aerodromes compliance with the following provistions: Permission to overfly or land is subject to prior request. Request should be made by mail and should reach civil aviation authorities three weeks prior to operation (or two weeks if request made by telex). Request should include the fillowing:

1. Name, nationality and address of applicant.

2. Aircraft registration marks or service number and nationality of owners.

3. Type of aircraft.

4. Purpose of flight and nature of cargo.

5. Aerodrome or origin. Date and time of departure. Last aerodrome departed before entering Liberian airspace.

6. Date, time and point of entering Liberian airspace.

7. Date, time and aerodrome of landing in Liberia.

8. Point and time of exit.

9. Date, time and first aerodrome of landing after departing Liberia.

10. Date and time of final destination.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded.

2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission.

3. Approved requests will be void after 24 hours of the date/time of entry.

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private eign aircraft of foreign nationality and eign registration of any type, whose aximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

- Cancun
- Chetamal
- Cozumel
- Cuidad Acuna
- Cuidad Juarez
- Hermosillo
- Matamoros
- Merida
- Mexicali
- Nogales
- Nueva Laredo
- Piedras Negras
- Reynosa
- Tapachula
- Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.

Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the ternational Flight Information Manual of il 1979 concerning Cameroon is correct d must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

TURKS AND CAICOS ISLANDS:

Charter, commercial and freight aircraft require 24 hour prior permission to land. Address to: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.) Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 15 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

ECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, chorage and Honolulu Flight Information gions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.
*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermu[illegible] Terminal Control Area Facility (TCAF). Bermuda TCAF uses positive radar cont[illegible] procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 2[illegible] and above from the Havana CTA/FIR [illegible] requested to establish communications w[illegible] Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be
as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.
he revised traffic flows in the above are ing implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document · DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should NOT be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
    --aircraft identification
    --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
    --aircraft identification
    --position
    --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:
a) U.K. SOUTH-EAST;
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
a) Austria, Hungary, Romania, Bulgaria (via Hungary)
b) Yugoslavia (except Belgrade), Greece
c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
a) Austria, Hungary, Romania, Bulgaria (via Hungary)
b) Yugoslavia (except Belgrade), Greece
c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
a) Yugoslavia (except Belgrade), Greece
b) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
a) U.K. South-east, Belgium, London/Gatwick
b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)
Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
a) U.K. South-east, London/Heathrow, Belgium
b) France, Switzerland
c) U.K. North, Netherlands
Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
a) U.K. South-east, London/Heathrow, Belgium
b) U.K. North, Netherlands
c) France, Switzerland
Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
a) Northern Germany (Federal Republic of Germany)
b) Stuttgart (via Austria)
Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

EXTENSION OF MANDATORY OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 Oct 1980 all aircraft within the FIR WIEN operating on night VFR flights outside the traffic circuit of aerodromes shall carry on board a SSR transponder meeting the Standards of ICAO Annex 10, Vol I, Part I, item 2.5.
2. The transponder shall have the capability to respond at least to Mode A interrogations and to reply with 4096 codes.
3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.
4. If pilots select on Mode A either Code 7700, 7600, or 7500, this will be indicated on the controllers display automatically.
5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part I, item 13.4. (II-A057/80)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
  Nassau International Airport
  Freeport International Airport
  West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
   A. To Jeddah via B55W Golbi -Silno -Malaga -Raghba -G53 -Jeddah or A1 -Silno -G53W -Riyadh - G53 -Jeddah.
   B. From Jeddah B57 -Darb -Afif -Riyadh -G53E -Dhahran or Jeddah -B57 -Quasumah.
   C. Inbound FL 310 or above.
   D. Outbound via Gassim -B57 -Qaisumah FL 290 and below or via Riyadh -G53E -Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.

A. To Jeddah via A60.

B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina -A60.

C. Inbound FL 310 to Jeddah.

D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.

A. To Jeddah. W22 -Medina -A60 -Jeddah.

B. From Jeddah. Via Majed thence MAD 158R to Medina W22.

C. Flight levels to be determined.

4. Traffic from/to Cairo Area.

A. To Jeddah. Via Luxor -R39 -Jeddah.

B. From Jeddah. A26 -Alwajh -W4 -Luxor.

C. Inbound flight level unrestricted.

D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.

A. To Jeddah. Khartoum -G498 -Jeddah.

B. From Jeddah. G49 -Khartoum.

C. Flight levels to be determined.

6. Traffic from/to Kuwait.

A. To Jeddah or Riyadh. Golbi -Magala -Raghba -G53 -Jeddah.

B. From Jeddah. B57 -Quaisumah.

C. Inbound to Jeddah / Riyadh FL 310 and above.

D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.

E. Inbound overflying Jeddah B54 -HIL -A60 FL 310 and above.
(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BAHRAIN: AVGAS 100/130 maximum uplift 100 IMP GALS available to BP or CALTEX contract customers only or by prior arrangements. (II-75/80)

BAHRAIN FIR: The Smallpox vaccination is no longer required for arrival in Bahrain, Oman and Qater Airports. (II-110/80)

BAHRAIN FIR: Visual Reporting Point UMM SAID has been redesignated SOUTH POINT. (II-118/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.

(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the

triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A036/79)

BARBADOS

SPECIAL NOTICE: WEF 30th June 1980 until 25th July 1980, first 1500 ft of Rwy 09 unavailable for all operations due to resurfacing work in progress between the hours of 1100/2100Z Monday to Friday. Temporary displaced THR lights will be installed. Exit No. 2 unavailable. During landing and take-off men and equipments will be removed from area. Refer to tower instructions. (II-5/80)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

ATS ROUTE B 23 - SEA ISLE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the ATS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

BULGARIA

THE AIRCRAFT PILOTS-IN-COMMAND are reminded that not later than 10 minutes prior to entering the airspace of the People's Republic of Bulgaria are obliged to set a radio communication lincage respectively with "Sofia Control" and/or "Varna Control", in accordance with para. 1.2.2 and 1.2.3 of section RAC 1 of AIP Bulgaria. (II-10/80)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.
(II-8/79)

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

ANTOFAGASTA CERRO MORENO INTL AP (FUEL): Aviation fuel available between 1330/2230 GMT. Other hours on request with one hour in advance. (II-A1/80)

SANTIAGO FIR: With effect from JUN/12th/1980, in AWY A5 from 30 NM to the North of TBN (NDB) non directional radio beacon, will be increased the controlled airspace to the East of the AWY A5 in 5 additional NM. The additional controlled airspace before mentioned it is protected to the South to join with the controlled airspace of UMKAL 1 procedure (STAR 1). (II-A46/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m

over Shilong and to continue descending to 3,000m over ROMEO;

(6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;

(7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;

(8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;

(9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;

(10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.

Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.

4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

NOTIFICATION OF ESTABLISHMENT OF AIR CORRIDOR IN KUNMING AND REROUTING OF GAOYAO-KUNMING AND NANNING-LAOLIANGCANG ROUTE SEGMENTS:

1. Kunming Air Corridor

(1) Kunming Aerodrome (VOR) - Luxi (NDB), Width 10Km.

(2) Inbound aircraft from or outbound aircraft towards the direction of Hongkong, Guangzhou and Nanning and aircraft overflying Kunming from or towards the direction referred to above are to follow this corridor.

(3) Flight altitude within the air corridor: Outbound 6,000m (QNE); Inbound 5,700m (QNE). Aircraft overflying Kunming must proceed along the air corridor, maintaining assigned enroute altitude.

(4) Navigational aid: Luxi NDB coordinates N24°31'E103°45', ident ZN, frequency 387Khz, hour of operation HO.

(5) Heading (M) and distance: Kunming (VOR)-Luxi (NDB) 118°/298° 115km.

(6) ATC requirements

a. Before entry into the air corridor aircraft must establish contact with Kunming Tower, taking the initiative in reporting flight conditions and follow its instructions.

b. Aircraft overflying Kunming must proceed along the air corridor maintaining assigned enroute altitude, establish contact in time with Kunming Tower and follow its instructions.

c. Aircraft within the air corridor may make ascent or descent when so cleared by the tower.

2. Re-routing of Route Segments

(1) The Gaoyao-Bose-Kunming segment of Guangzhou-Kunming route will be rerouted as Gaoyao-Laibin-Bose-Luxi-Kunming (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Gaoyao NDB-Laibin NDB 284°/104° 339km-Bose NDB 275°/95° 265km-Luxi NDB 284°/104° 304km-Kunming VOR 298°/118° 115 km.

b. Cruising level: Gaoyao-Kunming FL110m, Kunming-Gaoyao FL100m.

c. Minimum safe altitude: Gaoyao-Laibin 193m, Laibin-Bose 1626m, Bose-Luxi 3101m, Luxi-Kunming 3509m.

d. Navigational aid: Laibin NDB coordinates N23°44'E109°14', ident KC, frequency 393Khz, hour of operation HO.

(2) The Nanning-Laoliangcang segment of Nanning-Wuhan route will be re-routed as Nanning-Laibin-abeam Guilin-Laoliangcang (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Nanning NDB-Laibin NDB 42°/222° 166km-abeam Guilin NDB 33°/213° 197km-Laoliangcang NDB 33°/213° 370km.

b. Minimum safe altitude: Nanning-Laibin 1960m, Laibin-Laoliangcang 2741m.

The above notification will become applicable from 1601Z on April 29, 1980. (II-03/80)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:
  COORDINATES -16°00'00"N 70°44'31"W
  DESIGNATOR -VESKA
  COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-12/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
  Ident: Ambar 36
  Significant Points: 19-45-30N/ 070-34-18W
  Magnetic Track: 300
  Distance: 79 NM
  MEA: 8000 ft.
  Width: 20 NM
  Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
  Significant Points: 20-15-54N/ 071-51-29W
  Magnetic Track: 298
  Distance: 21 NM
  MEA: 4000 ft.
  Remark: Compulsory; to

Reporting Point: ALBEE
  Significant Points: 20-24-00N/ 072-12-25W
  Magnetic Track: 298
  Distance: 89 NM
  MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
  Significant Points: 20-57-35N/ 073-40-39W
(II-21/80)

DOMINICAN REPUBLIC: With immediate effect until further notice, all SSB Transponder equipped aircraft flying within MDSD FIR before entering MJSJ FIR will operate code 2100 when flying FL 240 or above and code 1100 when flying FL 230 or below, if possible. (II-36/80)

DOMINICAN REPUBLIC: All aircraft on route from MDSD and destined to Europe must fly B20 to reporting point ANTEX before entering MJSJ FIR and then continue the planified route. (II-37/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:
  1) position NUBAR 2200N 3145E.
  2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.
  3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TC CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of

the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

CHANGE OF OPERATIONAL PROCEDURES IN RHEIN UIR: With effect from 10 JUL 1980 the following changes of operational procedures will be implemented.

Maintenance of a smooth flow of air traffic via reporting point Tango (TGO) demands that aircraft entering the upper airspace of the Federal Republic of Germany from Zurich UIR and proceeding to the airports Bremen, Dusseldorf, Koln-Bonn and Munster-Osnabruck, be cleared exclusively via standard route TRA-UA9-FFM.

The modified standard routes are published in AIP I RAC-2-6. (II-86/80)

TRAFFIC FLOWS TO OR THROUGH GREECE VIA BUGAC-KELEBIA-HUMAR:

1. Introduction
1.1 New procedures for management of the Air Traffic Flow to or through Greece via BugacKelebia-Humar have been agreed between the states Austria, Czechoslovakia, Denmark, the German Democratic Republic, Finland, Hungary, Norway, Poland, and Sweden.
1.2 The procedures will be applied on 01 July 1980, 0001 GMT.
2. Procedures
2.1 Where Repetitive Flight Plans do not exist, aircraft operating agencies/pilots planning operations to or through Athinai FIR via Bugac-KelebiaHumar should file their respective individual Flight Plans at least 3 hours prior to estimated time of departure. t+0 2.1.1 Such Flight Plans shall also be addressed to LOWWYU.
2.1.2 Revisions to and cancellations of Repetitive Flight Plans and individual Flight Plans shall also be addressed to LOWWYU.
2.2 To avoid en-route holdings or intermediate landings aircraft operating agencies/pilots should, whenever Athinai ACC applies acceptance rates for the point Humar, request not earlier then 2 hours prior to the estimated time of departure an En-route Time Slot for the point Bugac indicating in the request the earliest

possible time of arrival over the point Bugac.
2.2.1 Such requests shall be addressed to ETBSZG. 2.3 Slot Times for Bugac will be allocated by the Air Traffic Flow Management Unit Vienna and will be expressed as a four-digit time group and will allow for a tolerance of plus/minus 10 minutes for the flight concerned to arrive over Bugac.
2.3.1 Pilots should arrange their flight so as to arrive over Bugac as close as possible to the allocated Slot Time. Pilots of flights who are unable to meet an allocated Slot Time should immediately advise the appropriate air traffic services unit and request a revised Slot Time.
2.4 The following types of flights will be exempted from traffic flow restrictions:
a) Flights known or believed to be in a state of emergency (including flights subjected to unlawful interference)
b) Flights operating for humanitarian reasons
c) Flights on search and rescue missions
d) Flights with a "Head of States" status
e) Cargo flights carrying live-stock.
(II-37/80)

AIRWAY A4 RADAR VECTORING- With effect from the 07 August 1980, the airspace between the reporting points Starling and Segal within which aircraft bound for Copenhagen may be radar vectored by Copenhagen ACC will be changed as follows:

545500N 125100E - 545500N 130000E -
544400N 130130E - 543820N 125130E -
544400N 123100E - 545500N 125100E.
(II-43/80)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or

severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safety are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

    a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

    b. Flights operating predominantly in an East-West direction:

        i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

        ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

    c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

        i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

        ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

        iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

   i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COMFACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established.
(II-3/79)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and

72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light	
	2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:
1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E -2210N 11450E -Hong Kong withdrawn from service.

2. Route description. i) Southbound route -Guangzhou -Shilong ("LQ" NDB) -2232N 11406E (RUMET) -"HKG" NDB -Hong Kong. Transfer-of-control is at RUMET. ii) Northbound route -Hong Kong -"CH" VOR -2221.5N 11352E (TEGAL) -2224.5N 11348E (Neilingding Dao) -Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A04/80)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

AVAILABILITY OF AVGAS:
AVGAS 115/145 octane is not available from 27-3-1979 UFN.
AVGAS 100/130 octane is not available from 9-11-1979 UFN. (II-6/80)

EXTENSION OF ATS ROUTE RED-25: With effect from 120001 June 1980 existing Red-25 in Calcutta FIR from Kathmandu - Calcutta is extended to POTIT (1737N 9200E). The lateral and vertical limits of the extended portion will be as follows:

Lateral Limits - 20 NM between CEA VOR - KILAL (2106N 8936E) 40 NM between KILAL - POTIT

Vertical Limits - Lower Limit FL - 75
Upper Limit FL - 460

Route will be bi-directional and Flight Information Service will be provided in the airspace outside controlled airspace. (II-9/80)

INDONESIA

REDESIGNATION OF ATS ROUTE GREEN 62 AND ESTABLISHMENT OF ATS ROUTE GREEN 61:

1. To eliminate confusion regarding the alignment of ATS Route Green -62 and to provide for a two one-way routing system east of Jakarta, the following redesignation of ATS route Green -62 and establishment of ATS route Green -61 will be effected.

2. The route segment Jakarta -Madin (06.08 S/110.23E) -Surabaya previously identified as Green -62 to be redesignated as Green -61 with the following specifications:
AA. Reporting points DKT VOR (06.00.22 S/106.49.50 E) -Abm CA NDB (06.03,9 S/108.35,2E) - Madin (06.08 S/110.23 E) -SBY VOR (07.21 S/112.46.50 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used for eastbound Traffic from Jakarta VOR to Surabaya.

3. The route segment Denpasar-Surabaya-Semarang-Cirebon-Jakarta to be identified as Green - 62 with the following specifications:
AA. Reporting points DPS VOR (08.48.40S/115.09.25E) -Sby vor (07.21.20S/112.46.50 E) -OC NDB -"CA" NDB (06.43S/108.34 E) -HLM VOR (06.24,2S/106.53.08,8 E).
BB. Lower limit FL 245; upper limit FL 460.
CC. Controlling authority: Jakarta ACC.
DD. This route shall be used westbound Traffic from Denpasar to Halim VOR.
(II-A50/79)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scalloping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz. (II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

● SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.

(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."

(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.

(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.

(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.

Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.

2. On trial basis it is in force the following:

a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;

b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:

a. until crossing FL100 departing from aerodromes located within Milano TMA;

b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.

(II-3/80)

IDENTIFICATION OF SIGNIFICANT POINTS IN ROMA, MILANO, BRINDISI FIR/UIR:

1. The following significant points within ROME FIR will be changed as shown:

Present Designator	Coordinates	New Desig.	Remarks
A14/C	4109N 1452E	AMSOR	A14
PANDA	4216N 1340E	ANEDA	G23
QUEBEC	4148N 0958E	BEKOS	G23N
BENNY	4103N 1440E	BENTO	NAPOLI CTR
A13/A	4012N 1301E	BEROL	A13
CENTO	4112N 1010E	CENTU	G2323
DELTA	4130N 1210E	ELVIN	AA1-ROMA TMA
EASY	4122N 1146E	ESINO	G14-ROMA TMA
DEALER	4011N 1406E	DELER	A1
U/R46/C	4222N 1013E	GILET	R46
LEONE	4308N 1245E	LEONN	A15
PAPA	4148N 1108E	MAMAR	ROMA TMA
ALPHA	4202N 1124E	MEDAL	A1-ROMA TMA
NORA	4316N 0959E	NORNI	A1E
PUMA	4202N 1255E	PEMAR	G23-ROMA TMA
QUEEN	4011N 1033E	QUEEN	G14
BRAVO	4148N 1143E	RAVAL	A1-ROMA TMA
ECHO	4113N 1232E	RIFFI	A1-ROMA TMA
U/R46/B	4211N 1052E	ROTIR	R46-ROMA TMA
FOX	4048N 1112E	ROXAN	G14
EAGLE	4018N 1320E	TAGEL	DW17
HOTEL	4102N 0934E	TALIN	G23
INDIA	4126N 1056E	TINTO	G23-ROMA TMA
CHARLIE	4136N 1201E	TORLI	A1-ROMA TMA
TURO	4052N 1152E	TURMO	DW4-ROMA TMA
KILO	4134N 1124E	VALMA	G23-ROMA TMA

2. Significant points already modified:

Present desig.	Coordinates	New desig.
U/G8/A	3827N 1900E	BAMBI
CRAY	4134N 1803E	CRAYE
DRAKE	3630N 1418E	DIRKA
TI	3744N 1056E	INDOR
CUTTLE	4233N 1559E	KATTI
CRAB	4401N 1355E	KERAB
LATON	3915N 1900E	LATAN
U/A1/F	3724N 1900E	LORNO
MARCO	4552N 0938E	MARCO
FIR BDRY R/UR22	4516N 1300E	ROTAR
SILLIAN	4645N 1225E	SOLNI
TIGER	4004N 1900E	TIGRA
FISH	4334N 1426E	TORPO
TUNA	4301N 1516E	TUNAL
TP	4052N 1152E	TUPAL
TN	3802N 1017E	NOLSI
U/A9/C	3815N 0947E	OSMAR
TE	3651N 1130E	ROLBA

3. Other significant points will be modified by further NOTAM. (II-30/80)

JAMAICA

SPECIAL NOTICE--Kingston radio remains decommissioned, however, air/ground frequency 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in

use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit -4500 feet AMSL

Controlling Authority -Kingston Area Control Center

Transition level -FL 50

Transition altitude -4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace -Instrument Restricted).
b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace -Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.

Within Tokyo FIR: 1200Z-1700Z
Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

CHANGE OF MEA ON AIRWAY R-11: WEF 1501 GMT 9 July 1980, a part of MEA on airway R-11 will be changed as follows:

GTC 328° $\frac{\text{40NM}}{\text{5000}}$
GTC 40 DME Fix $\frac{\text{60NM}}{\text{9000}}$ 148° CFH
(II-128/80)

ESTABLISHMENT OF DIRECT ROUTES: WEF 0000 GMT 7 AUG 1980, direct routes will be established as follows:

HPE 017° $\frac{\text{15NM}}{\text{6000}}$ HPE 15 DME $\frac{\text{62NM}}{\text{10000}}$ 197° MW

HPE 063° $\frac{\text{10NM}}{\text{5000}}$ HPE 10 DME $\frac{\text{36NM}}{\text{9000}}$ 243° MQE

HPE 187° $\frac{\text{20NM}}{\text{5000}}$ HPE 20 DME $\frac{\text{44NM}}{\text{6000}}$ 007° MX

HPE 218° $\frac{\text{15NM}}{\text{5000}}$ HPE 15 DME $\frac{\text{42NM}}{\text{9000}}$

YTE 15 DME 7000 038° $\frac{\text{15NM}}{\text{YTE}}$

HPE 234° $\frac{\text{12NM}}{\text{5000}}$ HPE 12 DME $\frac{\text{43NM}}{\text{9000}}$

MMV $\frac{\text{55NM}}{\text{9000}}$ GTC 20 DME

$\frac{\text{20NM}}{\text{4000}}$ 054° GTC

HPE 296° $\frac{\text{15NM}}{\text{5000}}$ HPE 15 DME $\frac{\text{17NM}}{\text{7000}}$ TWV

$\frac{\text{21NM}}{\text{6000}}$ 116° ATE

Remarks: HPE--MQE and HP--ATE of present direct routes will be abolished concurrently. (II-159/80)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY

R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:
Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.
Danger Height: Ground level to infinity. (II-44/79)

JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:
(a) On Airway B39 -10 minutes from Nairobi UTA.
(b) On ADR DA10 -10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

EAST AFRICA FIR: In Kenya uplifts of AVGAS 100/130 is restricted to seventy percent of the customers' requirements. Limited stock would be available for visiting customers who should inquire of the availability before coming to Kenya. (II-74/80)

EAST AFRICA FIR: All aircraft entering East Africa FIR above FL 145 are required to Squawk 3/A 2000 with altitude until further notice. (II-76/80)

EAST AFRICA FIR: Airways A40/UA40 between Entebbe and Nairobi is operative 0400/1500 hours daily until further notice. (II-77/80)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

SPECIAL NOTICE: Reporting points OSCAR with coordinates 284200N 481800E and reporting point LIMA 285400N 481300E is to be cancelled. (II-22/80)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

ROBERTS INTL AIRPORT/LIBERIA: AVGAS 100/130 completely withdrawn until further notice. (II-4/80)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N
   13°23'E--32°50'N 16°00'E--
   31°31'20"N 16°00'E--31°55'N
   14°07'E--32°43'N 13°36'E--32°45'N
   13°32'E--32°50'N 13°11'E 32°55'N
   13°10'E--32°55'N 13°10'E--33°02'N
   13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:
   $\frac{\text{UNL}}{\text{GND}}$
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRO", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 Khz. (II-21/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;
(ii) Redesignation of Airway W3 and Airway W6; and
(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements.
(Malta AIC-2/79)

FORECAST TAKE-OFF TEMPERATURE ON HOT DAYS: With effect 1st June 1980, Air Traffic Control will provide, on request, a forecast runway temperature valid for thirty minutes. This service will be available between 0600 and 1800 hours during the period 1st June - 30th September and will supplement the forecast service provided by the Meteorological Office. (II-4/80)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.
(II-A10/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

NEW ZEALAND

NANDI - NAURU - TONIK: ATS ROUTE B77: The ATS Route B77 Nandi-Nauru-Tonik becomes effective 7 August 1980. The 5 letter name-code designators and reporting point coordinates within the Nandi FIR are listed below:

GUSMA	16°14'04"S	176°28'29"E
ATRAS	9°48'49"S	172°27'39"E
BULRO	5°42'47"S	170°00'00"E

Tracks and distances between reporting points are as follows:

NANDI VOR	- GUSMA	316°M	100NM
GUSMA	- ATRAS	317°M	450NM
ATRAS	- BULRO	318°M	285NM
BULRO	- NAURU	319°M	360NM

The Nandi-Nauru section of ATS Route B77 will be included in next edition of NZ-RNC3. (II-28/80)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:

a. Position, flight level and time at which the deviation from the route is expected to be made.

b. Direction and distance upto which the aircraft is likely to deviate from the route.

c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-3/80)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-12/80)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-3/80)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft, Mode A/3 Code 1200. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral

Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mcunt Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

REQUIREMENT FOR GENERAL AVIATION PILOTS FILING IFR FLIGHT PLANS: For strict compliance by all concerned, effective immediately, all general aviation pilots filing IFR flight plans shall certify on the available space on the face of the flight plan that both pilot and aircraft are IFR rated. (II-AIC 4/80)

DECOMMISSIONING OF LORAN-A STATIONS: As of 1 July 1980, the following LORAN-A stations operated by the Philippine Coast Guard has been decommissioned:

1. LORAN Station Batan---------2H3/2H5
2. LORAN Station Catanduanes--2H4
3. LORAN Station Naulo Point--IL6
4. LORAN Station Talampulan---IL6/IL7
5. LORAN Station Tarumpitao---IL7

(II-27/80)

PORTUGAL

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE
For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES
The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA
1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.
1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;
2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the

appropriate ATC authority for the airspace in which they are operating;

3. Requests for clearances should include the following information:

a. Call sign;

b. Present and requested flight level;

c. Coordinates of OCA entry point and an accurate estimate for this point, and;

d. Any change to filed Flight Plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. ROUTE DESIGNATION

1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67); 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. FLIGHT LEVEL UTILIZATION

2.1 Appropriate to direction of flight.

3. FLIGHT PLANNING

3.1 Flights to/from/over the Caribbean area estimated to cross 30W:

3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;

3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.

3.2 Random flight planning during other hours is acceptable.

3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.

3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. AIR TRAFFIC PROCEDURES

4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;

4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.

4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.

4.4 AIC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.

4.5 Aircraft operating on the defined route system shall report over the latitude/-longitude points specified in 1.1 or 1.2 above.

(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.

2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.

3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
020 CCW 360 below 6000 feet MSL beyond 40 N

360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E) - 26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of

both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

TENERIFE AD. - FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. - UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRB (RAC 3.2-27 REF) is established as shown below:

	TUDELA INT 4159N 0132W		
		056 236	78 144
UIR MADRID UIR FRANCIA	UIRB 4248N 0009W		

PINA INT is cancelled on this airway. (II-277/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWEDEN

KARLSTAD AERODROME--LOCAL FLYING RESTRICTIONS: In order to minimize noise disturbances at KARLSTAD aerodrome the following restriction applies for the use of runway 18/36:

Propeller aircraft with an AUW exceeding 5700 kilos and jet aircraft are only permitted to take-off from runway 36 and land on runway 18 when wind conditions at the traffic situation so require. (II-1089/80)

SWITZERLAND

GENEVA UIR/UG 5, LYON - ST-PREX: In accordance to the French publications, the hitherto UG 5 route segment Lyon - St-Prex receives the new identification UG 5B WIE. (II-37/80)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP -East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100LL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWO paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from Zimbabwe (Rhodesia) are permitted to overfly, land in, or depart from Tanzania. AIP - Tanzania FAL 1.1.4 Refers. (II-A31/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and OLIOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

REGULATIONS FOR SMALL AIRCRAFT AND HELICOPTERS FLYING NON-SCHEDULED FLIGHT

During declaration state of national emergency, subject to the provision Article 89 of the Chicago Convention, small aircraft and helicopters of the Contracting States of the Convention of International Civil Aviation intending to fly non-scheduled flight to/from Thailand must submit an application to the Department of Aviation not less than 15 days prior to flight commencement. Such application must contain the following particulars:

1. Number and Type of Aircraft
2. Identification/Nationality and Registration of the Aircraft
3. Flight Rule and Status
4. Route Schedule
5. Date/Times entry/exit BKK FIR boundaries
6. Date/Times of Arrival/departure (In case of landing in Thailand)
7. Airways to be used via BKK FIR
8. Alternate Aerodrome
9. Speed
10. Level
11. Endurance
12. Passenger on board
13. Crew
14. Purpose of landing
15. Purpose of flight
16. Owner & address

Other small aircraft and helicopters of Non-Contracting States of the Convention on internation Civil Aviation desiring to fly in transit non-stop across Thailand or to land in Thailand for non-traffic purposes must apply and obtain prior permission through diplomatic channel. The application according to the above mentioned regulation must contain all the above particulars 1 - 16.

This AIC will come into effect from 20th June 1980. (AIC-3/80)

TUNISIA

SUPPLY OF GASOLINE 100/130 (OCTANE) AT THE AIRPORTS OF TUNIS/CARTHAGE AND JERBA/ZARZIS: Beginning June 1, 1980, and until further notice, the supply of gasoline 100/130 (octane) (AVGAS 100LL) will be reserved exclusively for local customers. (II-21/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

DUBAI INTL: With effect from 15 July 1980 the fuel grades available at Dubai Intl airport are as follows: AVGAS - 100LL and JET A1 only. (II-106/80)

RAS AL KHAIMAH: The Smallpox vaccination is no longer required for arrival at Ras-Al-Khaimah Intl airport. (II-108/80)

SHARJAH: The Smallpox vaccination is no longer required for arrival at Sharjah Intl airport. (II-109/80)

UNITED KINGDOM

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:
1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

PEAK PERIOD ROUTES AND AIRWAYS AMBER THREE FOUR WEST/UPPER AMBER THREE FOUR WEST AND WHITE ONE TWO/UPPER WHITE ONE TWO: From 1st May, 1980 Peak Period Routes A34W/UA34W and W12/UW12 will be active from 1200 GMT on Fridays to 0700 GMT on Mondays and from 1200 GMT on the days preceding to 0700 GMT on the days following Public Holidays. The routes may not be available at certain times due to military activity and these times will be published by NOTAM Class One. The availability of A34W/UA34W/W12/UW12 between 1200 GMT and 1700 GMT on Fridays and the days preceding Public Holidays is also subject to agreement on that day between the ATC Authorities of France and the United Kingdom and non-availability will be notified by NOTAM Class One. (II-A255/80)

AIRWAY WHITE EIGHT (W8): The portion of Airway White Eight (W8) south of the London/Brest FIR boundary between Neville (500000N 002200W) and Jersey NDB "JEY", control of which was previously delegated by the French Authorities to the Jersey Zone Controller, is now controlled by Brest ACC. The compulsory reporting point on this portion of the airway which was previously known as SIERRA (492850N 012200W) has been re-named NORMA. (II-353/80)

LONDON/HEATHROW AIRPORT--NIGHT MOVEMENT RESTRICTIONS: Until further notice no landings or take-offs by non-scheduled operators are permitted within the night quota times notified in NOTAM A184/1980. All non-scheduled operators and handling agents must note that when permission is granted for a flight to operate into and/or out of Heathrow, such permission ceases to apply if the approved time is not adhered to. No extension will be granted to enable the flight to operate within the night quota period. (II-359/80)

ADVISORY AIRSPACE--AIS ROUTE DELTA WHITE THREE: NOTAM A333/1980 amended the reporting points on certain routes following the changes made in the en-route Holding Patterns published in NOTAM A332/1980. In particular, the mandatory reporting point Start Point (591540N 022200W) was eliminated from ATS route DW3. However, as there is a need for a reporting point in this position, it is proposed to restore Start Point as a mandatory reporting point on DW3, and to make the Holding Point KISTA (593027N 015652W) an "on request" reporting point. This will be effective from 10 July 1980. (II-A393/80)

STANDARD ROUTES TO AIRPORTS WITHIN THE LONDON TMA: Standard routes inbound to London/Heathrow, London/Gatwick, Luton and Stansted from the North are affected by the revised routes promulgated for the Daventry CTA in A308/1980, which were introduced on 12th June, 1980.

2. The standard routes for aircraft inbound to London/Heathrow, Luton or Stansted from the North on Airways A1E or A1/B3 are revised to route via Westcott NDB instead of Kingswood.

3. The standard route for aircraft inbound to London/Gatwick from the North via A1/B3 at FL 90 to FL 120 inclusive is Honiley--Woodley--Midhurst--Mayfield, but occasionally due to activity on EGD. 129 ATC may require aircraft to route additionally via Westcott NDB. (II-A451/80)

MINIMUM CRUISING LEVELS ON ADVISORY ROUTE DELTA BLUE THREE TWO (DB32): As a result of the introduction of a lowered base for Airway Amber One in the vicinity of Cowly (Notam A307/1980 refers), the minimum cruising level restriction (when applicable) on DB32 between Norry and Westcott is now lowered to FL 90. (II-A452/80)

FLIGHT PLAN ANNOTATION--COMPLIANCE WITH MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS): In accordance with Regional Supplementary Procedures, the following requirement came into effect on 2 Nov 1978.

2. For flights intending to operate within North Atlantic MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certified as complying with the MNPS. (II-A502/80)

EDINBURGH AIRPORT: Refuelling times for AVGAS 100LL are now as follows:

1 Oct to 30 Apr 0830 to 1700 (local) Monday through Friday, 0900 to 1200 (local) Saturday, Sunday and Public Holidays.

1 May to 30 Sep 0830 to 1900 (local) Monday through Friday, 0900 to 1700 (local) Saturday, Sunday and Public Holidays.

This fuel is available from Aero Services Tel: 031-334 7660 or 031-334 4695 other times by arrangement plus surcharge to 031-229 5912. (II-A503/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details).
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

CLOSURE OF SKOPJE AERODROME: With effect from 15 June till 31 July 1980, aerodrome Skopje will be closed for international and domestic air traffic due to reconstruction. (II-13/80)

ZAMBIA

LUSAKA F.I.R. NON SCHEDULED FLIGHTS: The Zambian Airspace is now open to all non-scheduled flights except Western Province. Those operators wishing to operate into or over fly Western Province of Zambia must apply to the Commander Zambia National Defense Forces giving ten (10) days Prior Notice and Approval must be received by the applicant before flight is under taken.

The application must include the following:
(a) pilots name
(b) operators name and address
(c) type of aircraft and registration
(d) route or area of operation
(e) purpose of flight dates, timings etc.

All applications are directed to the Commander Z.N.D. Forces. (II-5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved.
(DOS 8/31/79)

CYPRUS

LARNACA INTL: Fuel grade 100L is no longer available at Larnaca International Airport.
(DOS 7/80)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia.
(DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora.
(DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

LIBERIA

Effective June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry and Transportation request all foreign civilian and military registered aircraft (not normal scheduled commercial flights) wishing to overfly or land at Liberian aerodromes compliance with the following provisions: Permission to overfly or land is subject to prior request. Request should be made by mail and should reach civil aviation authorities three weeks prior to operation (or two weeks if request made by telex). Request should include the fillowing:

1. Name, nationality and address of applicant.

2. Aircraft registration marks or service number and nationality of owners.

3. Type of aircraft.

4. Purpose of flight and nature of cargo.

5. Aerodrome or origin. Date and time of departure. Last aerodrome departed before entering Liberian airspace.

6. Date, time and point of entering Liberian airspace.

7. Date, time and aerodrome of landing in Liberia.

8. Point and time of exit.

9. Date, time and first aerodrome of landing after departing Liberia.

10. Date and time of final destination.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded.

2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission.

3. Approved requests will be void after 24 hours of the date/time of entry.

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

Cancun
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Hermosillo
Matamoros
Merida
Mexicali
Nogales
Nueva Laredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

TURKS AND CAICOS ISLANDS:

Charter, commercial and freight aircraft require 24 hour prior permission to land. Address to: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.) Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.
*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.

The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the International NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot **(•)** when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 Khz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. ACI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, ACI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:

a) U.K. SOUTH-EAST;
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
- a) Yugoslavia (except Belgrade), Greece
- b) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
- a) U.K. South-east, Belgium, London/Gatwick
- b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)

Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) France, Switzerland
- c) U.K. North, Netherlands

Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) U.K. North, Netherlands
- c) France, Switzerland

Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
- a) Northern Germany (Federal Republic of Germany)
- b) Stuttgart (via Austria)

Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

EXTENSION OF MANDATORY OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 Oct 1980 all aircraft within the FIR WIEN operating on night VFR flights outside the traffic circuit of aerodromes shall carry on board a SSR transponder meeting the Standards of ICAO Annex 10, Vol I, Part I, item 2.5.
2. The transponder shall have the capability to respond at least to Mode A interrogations and to reply with 4096 codes.
3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.
4. If pilots select on Mode A either Code 7700, 7600, or 7500, this will be indicated on the controllers display automatically.
5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part I, item 13.4. (II-A057/80)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman AIS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OCMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
   A. To Jeddah via B55W Golbi -Silno -Malaga -Raghba -G53 -Jeddah or A1 -Silno -G53W -Riyadh - G53 -Jeddah.
   B. From Jeddah B57 -Darb -Afif -Riyadh -G53E -Dhahran or Jeddah -B57 -Quasumah.
   C. Inbound FL 310 or above.
   D. Outbound via Gassim -B57 -Qaisumah FL 290 and below or via Riyadh -G53E -Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.

A. To Jeddah via A60.

B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina -A60.

C. Inbound FL 310 to Jeddah.

D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.

A. To Jeddah. W22 -Medina -A60 -Jeddah.

B. From Jeddah. Via Majed thence MAD 158R to Medina W22.

C. Flight levels to be determined.

4. Traffic from/to Cairo Area.

A. To Jeddah. Via Luxor -R39 -Jeddah.

B. From Jeddah. A26 -Alwajh -W4 -Luxor.

C. Inbound flight level unrestricted.

D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.

A. To Jeddah. Khartoum -G498 -Jeddah.

B. From Jeddah. G49 -Khartoum.

C. Flight levels to be determined.

6. Traffic from/to Kuwait.

A. To Jeddah or Riyadh. Golbi -Magala -Raghba -G53 -Jeddah.

B. From Jeddah. B57 -Quaisumah.

C. Inbound to Jeddah / Riyadh FL 310 and above.

D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.

E. Inbound overflying Jeddah B54 -HIL -A60 FL 310 and above.

(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include CIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BAHRAIN: AVGAS 100/130 maximum uplift 100 IMP GALS available to BP or CALTEX contract customers only or by prior arrangements. (II-75/80)

BAHRAIN FIR: The Smallpox vaccination is no longer required for arrival in Bahrain, Oman and Qater Airports. (II-110/80)

BAHRAIN FIR: Visual Reporting Point UMM SAID has been redesignated SOUTH POINT. (II-118/80)

BAHRAIN: Low Lead AVGAS 100LL now available at BAHRAIN INTL airport. Inquiries concerning specification should be made to B.P. P. O. Box 299 Bahrain. (II-123/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and INR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.

(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A036/79)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

AIS ROUTE B 23 - SEA ISLE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the AIS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

BULGARIA

THE AIRCRAFT PILOTS-IN-COMMAND are reminded that not later than 10 minutes prior to entering the airspace of the People's Republic of Bulgaria are obliged to set a radio communication linkage respectively with "Sofia Control" and/or "Varna Control", in accordance with para. 1.2.2 and 1.2.3 of section RAC 1 of AIP Bulgaria. (II-10/80)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

ANTOFAGASTA CERRO MORENC INTL AP (FUEL): Aviation fuel available between 1330/2230 GMT. Other hours on request with one hour in advance. (II-A1/80)

SANTIAGO FIR: With effect from JUN/12th/1980, in AWY A5 from 30 NM to the North of TBN (NDB) non directional radio beacon, will be increased the controlled airspace to the East of the AWY A5 in 5 additional NM. The additional controlled airspace before mentioned it is protected to the South to join with the controlled airspace of UMKAL 1 procedure (STAR 1). (II-A46/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (Baiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE—IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAC SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDE 'QX'-Shilong NDB (2306N 11350E)--RCMEO (2232N 11406E) --Hong Kong NDE 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VCR 'CH' (2213.3N 11401.7E)--TANTC (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FC'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEC;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDE 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before RCMEC and change to FL200 (1013.2mb) over RCMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGC at 4,500m, thereafter descend to reach a point 60km from Baiyun NDE 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m

over Shilong and to continue descending to 3,000m over ROMEO;

(6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;

(7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FC' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;

(8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;

(9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;

(10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.
Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.

3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.

4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to HongKong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

NOTIFICATION OF ESTABLISHMENT OF AIR CORRIDOR IN KUNMING AND REROUTING OF GAOYAO-KUNMING AND NANNING-LAOLIANGCANG ROUTE SEGMENTS:

1. Kunming Air Corridor

(1) Kunming Aerodrome (VOR) - Luxi (NDB), Width 10Km.

(2) Inbound aircraft from or outbound aircraft towards the direction of Hongkong, Guangzhou and Nanning and aircraft overflying Kunming from or towards the direction referred to above are to follow this corridor.

(3) Flight altitude within the air corridor: Outbound 6,000m (QNE); Inbound 5,700m (QNE). Aircraft overflying Kunming must proceed along the air corridor, maintaining assigned enroute altitude.

(4) Navigational aid: Luxi NDB coordinates N24°31'E103°45', ident ZN, frequency 387Khz, hour of operation HO.

(5) Heading (M) and distance: Kunming (VOR)-Luxi (NDB) 118°/298° 115km.

(6) ATC requirements

a. Before entry into the air corridor aircraft must establish contact with Kunming Tower, taking the initiative in reporting flight conditions and follow its instructions.

b. Aircraft overflying Kunming must proceed along the air corridor maintaining assigned enroute altitude, establish contact in time with Kunming Tower and follow its instructions.

c. Aircraft within the air corridor may make ascent or descent when so cleared by the tower.

2. Re-routing of Route Segments

(1) The Gaoyao-Bose-Kunming segment of Guangzhou-Kunming route will be rerouted as Gaoyao-Laibin-Bose-Luxi-Kunming (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Gaoyao NDB-Laibin NDB 284°/104° 339km-Bose NDB 275°/95° 265km-Luxi NDB 284°/104° 304km-Kunming VOR 298°/118° 115 km.

b. Cruising level: Gaoyao-Kunming FL110m, Kunming-Gaoyao FL100m.

c. Minimum safe altitude: Gaoyao-Laibin 193m, Laibin-Bose 1626m, Bose-Luxi 3101m, Luxi-Kunming 3509m.

d. Navigational aid: Laibin NDB coordinates N23°44'E109°14', ident KC, frequency 393Khz, hour of operation HO.

(2) The Nanning-Laoliangcang segment of Nanning-Wuhan route will be re-routed as Nanning-Laibin-abeam Guilin-Laoliangcang (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Nanning NDB-Laibin NDB 42°/222° 166km-abeam Guilin NDB 33°/213° 197km-Laoliangcang NDB 33°/213° 370km.

b. Minimum safe altitude: Nanning-Laibin 1960m, Laibin-Laoliangcang 2741m.

The above notification will become applicable from 1601Z on April 29, 1980. (II-03/80)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

SANTO DOMINGO FIR-NEW AIS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:
COORDINATES -16°00'00"N 70°44'31"W
DESIGNATOR -VESKA
COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-12/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-21/80)

DOMINICAN REPUBLIC: With immediate effect until further notice, all SSB Transponder equipped aircraft flying within MDSD FIR before entering MJSJ FIR will operate code 2100 when flying FL 240 or above and code 1100 when flying FL 230 or below, if possible. (II-36/80)

DOMINICAN REPUBLIC: All aircraft on route from MDSD and destined to Europe must fly B20 to reporting point ANTEX before entering MJSJ FIR and then continue the planified route. (II-37/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.
(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:
1) position NUBAR 2200N 3145E.
2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.
3) route from NUBAR to Shindi instead of to Karima.
(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.
(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.
(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASLA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.
(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of

the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 bkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZF.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

CHANGE OF OPERATIONAL PROCEDURES IN RHEIN UIR: With effect from 10 JUL 1980 the following changes of operational procedures will be implemented.

Maintenance of a smooth flow of air traffic via reporting point Tango (TGO) demands that aircraft entering the upper airspace of the Federal Republic of Germany from Zurich UIR and proceeding to the airports Bremen, Dusseldorf, Koln-Bonn and Munster-Osnabruck, be cleared exclusively via standard route TRA-UA9-FFM.

The modified standard routes are published in AIP I RAC-2-6. (II-86/80)

TRAFFIC FLOWS TO OR THROUGH GREECE VIA BUGAC-KELEBIA-HUMAR:
1. Introduction
1.1 New procedures for management of the Air Traffic Flow to or through Greece via BugacKelebia-Humar have been agreed between the states Austria, Czechoslovakia, Denmark, the German Democratic Republic, Finland, Hungary, Norway, Poland, and Sweden.
1.2 The procedures will be applied on 01 July 1980, 0001 GMT.
2. Procedures
2.1 Where Repetitive Flight Plans do not exist, aircraft operating agencies/pilots planning operations to or through Athinai FIR via Bugac-KelebiaHumar should file their respective individual Flight Plans at least 3 hours prior to estimated time of departure. t+0 2.1.1 Such Flight Plans shall also be addressed to LCWWYU.
2.1.2 Revisions to and cancellations of Repetitive Flight Plans and individual Flight Plans shall also be addressed to LOWWYU.
2.2 To avoid en-route holdings or intermediate landings aircraft operating agencies/pilots should, whenever Athinai ACC applies acceptance rates for the point Humar, request not earlier then 2 hours prior to the estimated time of departure an En-route Time Slot for the point Bugac indicating in the request the earliest

possible time of arrival over the point Bugac.

2.2.1 Such requests shall be addressed to ETBSZG. 2.3 Slot Times for Bugac will be allocated by the Air Traffic Flow Management Unit Vienna and will be expressed as a four-digit time group and will allow for a tolerance of plus/minus 10 minutes for the flight concerned to arrive over Bugac.

2.3.1 Pilots should arrange their flight so as to arrive over Bugac as close as possible to the allocated Slot Time. Pilots of flights who are unable to meet an allocated Slot Time should immediately advise the appropriate air traffic services unit and request a revised Slot Time.

2.4 The following types of flights will be exempted from traffic flow restrictions:

a) Flights known or believed to be in a state of emergency (including flights subjected to unlawful interference)

b) Flights operating for humanitarian reasons

c) Flights on search and rescue missions

d) Flights with a "Head of States" status

e) Cargo flights carrying live-stock.

(II-37/80)

AIRWAY A4 RADAR VECTORING- With effect from the 07 August 1980, the airspace between the reporting points Starling and Segal within which aircraft bound for Copenhagen may be radar vectored by Copenhagen ACC will be changed as follows:

545500N 125100E - 545500N 130000E -
544400N 130130E - 543820N 125130E -
544400N 123100E - 545500N 125100E.

(II-43/80)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-ISL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or

severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safety are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

LGD 64 - KASSANDRA, REVISION OF LATERAL LIMITS: On the AIRAC date of 7 August 1980 the lateral limits of LGD 64 Kassandra will be revised as follows:

401600N 232200E - 400800N 232500E -
401000N 233000E - 401600N 232800E.
(II-17/80)

ALEXANDROUPOLIS: Refueling T.F. JET A1 and P.F. 100LL not available. (I-622/80)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

    a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

    b. Flights operating predominantly in an East-West direction:

        i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

        ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

    c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

        i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

    ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

    iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

  d. Flights operating predominantly in North-South direction:

    i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

  a. 10° of longitude South of 70°N (between 5°W and 65°W), and

  b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

GUYANA

TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

GEORGETOWN RADIO—Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFC. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFC. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

HONDURAS

SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1) Ultra Light	
2,500 KG or less	1,000,000 (1 million)
2,501 KG--5000 KG	2,000,000 (2 million)
(2) Light	
5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3) Light/Medium	
10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4) Medium	
32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5) Heavy	
100,000 KG--less than 170,000 KG	
(6) Ultra Heavy	
170,000 KG or over	
(a) L-1011 or DC-10	250,000,000 (250 million)
(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:

1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E -2210N 11450E -Hong Kong withdrawn from service.

2. Route description. i) Southbound route -Guangzhou -Shilong ("LQ" NDB) -2232N 11406E (RUMET) -"HKG" NDB -Hong Kong. Transfer-of-control is at RUMET. ii) Northbound route -Hong Kong -"CH" VOR -2221.5N 11352E (TEGAL) -2224.5N 11348E (Neilingding Dao) -Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A04/80)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

AVAILABILITY OF AVGAS:
AVGAS 115/145 octane is not available from 27-3-1979 UFN.
AVGAS 100/130 octane is not available from 9-11-1979 UFN. (II-6/80)

EXTENSION OF ATS ROUTE RED-25: With effect from 120001 June 1980 existing Red-25 in Calcutta FIR from Kathmandu - Calcutta is extended to POTIT (1737N 9200E). The lateral and vertical limits of the extended portion will be as follows:

Lateral Limits - 20 NM between CEA VOR - KILAI (2106N 8936E) 40 NM between KILAL - PCTIT

Vertical Limits - Lower Limit FL - 75
Upper Limit FL - 460

Route will be bi-directional and Flight Information Service will be provided in the airspace outside controlled airspace. (II-9/80)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft.
(II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scalloping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz. (II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.

(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."

(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.

(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.

(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.

Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.

2. On trial basis it is in force the following:

a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/ILS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;

b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:

a. until crossing FL100 departing from aerodromes located within Milano TMA;

b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.

(II-3/80)

IDENTIFICATION OF SIGNIFICANT POINTS IN ROMA, MILANO, BRINDISI FIR/UIR:

1. The following significant points within ROME FIR will be changed as shown:

Present Designator	Coordinates	New Desig.	Remarks
A14/C	4109N 1452E	AMSOR	A14
PANDA	4216N 1340E	ANEDA	G23
QUEBEC	4148N 0958E	BEKOS	G23N
BENNY	4103N 1440E	BENTO	NAPOLI CTR
A13/A	4012N 1301E	BEROL	A13
CENTO	4112N 1010E	CENTU	G2323
DELTA	4130N 1210E	ELVIN	AA1-ROMA TMA
EASY	4122N 1146E	ESINO	G14-ROMA TMA
DEALER	4011N 1406E	DELER	A1
U/R46/C	4222N 1013E	GILET	R46
LEONE	4308N 1245E	LEONN	A15
PAPA	4148N 1108E	MAMAR	ROMA TMA
ALPHA	4202N 1124E	MEDAL	A1-ROMA TMA
NORA	4316N 0959E	NORNI	A1E
PUMA	4202N 1255E	PEMAR	G23-ROMA TMA
QUEEN	4011N 1033E	QUEEN	G14
BRAVO	4148N 1143E	FAVAL	A1-ROMA TMA
ECHO	4113N 1232E	RIFFI	A1-ROMA TMA
U/R46/E	4211N 1052E	ROTIR	R46-ROMA TMA
FOX	4048N 1112E	ROXAN	G14
EAGLE	4018N 1320E	TAGEL	DW17
HOTEL	4102N 0934E	TALIN	G23
INDIA	4126N 1056E	TINTO	G23-ROMA TMA
CHARLIE	4136N 1201E	TORLI	A1-ROMA TMA
TURO	4052N 1152E	TURMO	DW4-ROMA TMA
KILO	4134N 1124E	VALMA	G23-ROMA TMA

2. Significant points already modified:

Present desig.	Coordinates	New desig.
U/G8/A	3827N 1900E	BAMBI
CRAY	4134N 1803E	CRAYE
DRAKE	3630N 1418E	DIRKA
TI	3744N 1056E	INDOR
CUTTLE	4233N 1559E	KATTI
CRAB	4401N 1355E	KERAB
LATON	3915N 1900E	LATAN
U/A1/F	3724N 1900E	LORNO
MARCO	4552N 0938E	MARCO
FIR BDRY R/UR22	4516N 1300E	ROTAR
SILLIAN	4645N 1225E	SOLNI
TIGER	4004N 1900E	TIGRA
FISH	4334N 1426E	TORPO
TUNA	4301N 1516E	TUNAI
TP	4052N 1152E	TUPAL
TN	3802N 1017E	NOISI
U/A9/C	3815N 0947E	OSMAR
TE	3651N 1130E	ROLBA

3. Other significant points will be modified by further NOTAM. (II-30/80)

JAMAICA

SPECIAL NOTICE--Kingston radio remains decommissioned, however, air/ground frequency 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in

use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit -4500 feet AMSL

Controlling Authority -Kingston Area Control Center

Transition level -FL 50

Transition altitude -4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace -Instrument Restricted).
b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace -Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.
2. Effective Daily Time Frame.

Within Tokyo FIR: 1200Z-1700Z
Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

CHANGE OF MEA ON AIRWAY R-11: WEF 1501 GMT 9 July 1980, a part of MEA on airway R-11 will be changed as follows:

GTC 328° $\frac{\text{40NM}}{\text{5000}}$ GTC 40 DME Fix $\frac{\text{60NM}}{\text{9000}}$ 148° CFH

(II-128/80)

ESTABLISHMENT OF DIRECT ROUTES: WEF 0000 GMT 7 AUG 1980, direct routes will be established as follows:

HPE 017°	15NM 6000	HPE 15 DME	62NM 10000	197° MW
HPE 063°	10NM 5000	HPE 10 DME	36NM 9000	243° MQE
HPE 187°	20NM 5000	HPE 20 DME	44NM 6000	007° MX
HPE 218°	15NM 5000	HPE 15 DME	42NM 9000	
		YTE 15 DME	15NM 7000	038° YTE
HPE 234°	12NM 5000	HPE 12 DME	43NM 9000	
MMV	55NM 9000	GTC 20 DME		
	20NM 4000	054° GTC		
HPE 296°	15NM 5000	HPE 15 DME	17NM 7000	TWV
	21NM 6000	116° ATE		

Remarks: HPE--MQE and HP--ATE of present direct routes will be abolished concurrently. (II-159/80)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:

a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY

R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY (24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KENYA

EAST AFRICA FIR--A temporary prohibited area has been established excluding Entebbe Control Zone as follows:
Position: Between 260 degrees from NN VOR to the FIR boundary anticlockwise along Uganda/Zaire and Rwanda/Tanzania international borders to 0100S 3350E and 126 degrees from NN VOR.
Danger Height: Ground level to infinity. (II-44/79)

● JOMO KENYATTA AIRPORT: Nairobi Airport has been redesignated Jomo Kenyatta Airport. Call signs for radio facilities, radio telephony call signs and the ICAO designator are not changed. AIP AGA 2-14 and COM 2-8 refer. (II-53/79)

EAST AFRICA FIR: Aircraft inbound from Dar Es Salaam FIR to Jomo Kenyatta Airport are to pass their flight details on VHF and/or HF to East Africa Area Control Centre as follows:
(a) On Airway B39 -10 minutes from Nairobi UTA.
(b) On ADR DA10 -10 minutes from abeam "AR" NDB. (II-59/79)

JOMO KENYATTA: Uplifts of Jet A1 fuel are restricted to 80 percent of normal requirements UFN. Mombasa may not be able to cope with all diversions resulting from refueling restrictions at Jomo Kenyatta. AIP AGA 2-1 4 item 18 refers. (II-63/69)

EAST AFRICA FIR: In Kenya uplifts of AVGAS 100/130 is restricted to seventy percent of the customers' requirements. Limited stock would be available for visiting customers who should inquire of the availability before coming to Kenya. (II-74/80)

EAST AFRICA FIR: All aircraft entering East Africa FIR above FL 145 are required to Squawk 3/A 2000 with altitude until further notice. (II-76/80)

EAST AFRICA FIR: Airways A40/UA40 between Entebbe and Nairobi is operative 0400/1500 hours daily until further notice. (II-77/80)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

SPECIAL NOTICE: Reporting points OSCAR with coordinates 284200N 481800E and reporting point LIMA 285400N 481300E is to be cancelled. (II-22/80)

LIBERIA

ROBERTS AIRPORT: Locator "RR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

ROBERTS INTL AIRPORT/LIBERIA: AVGAS 100/130 completely withdrawn until further notice. (II-4/80)

PROVISIONS FOR NON-SCHEDULED FLIGHTS:
Effective as of June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry & Transportation request that all Foreign Civilian and Military Registered aircraft wishing to overfly or land at Liberia's Aerodromes should comply with the following provisions. These provisions however, do not apply to normal scheduled commercial flights. Permission to overfly Liberia's Airspace or at its Aerodromes is subject to prior request and and approval. Request by mail should reach Civil Aviation Authorities three (3) weeks before operation or if the request is made by telex two (2) weeks is require.

The request should include the following details:

1. Name, Nationality and address of applicant;
2. Aircraft registration marks or service number and Nationality of owners;
3. Type of aircraft;
4. Purpose of flight and nature of load;
5. Aerodrome of origin, date and time of

departure;
6. Last aerodrome of departure before entering Liberia airspace, point and time of entering Liberia airspace - date and time;
7. Aerodrome of landing in Liberia - date and time;
8. Point and time of exit;
9. First aerodrome of landing after leaving Liberia - date and time;
10. Final destination - date and time.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded;
2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission;
3. Aircraft not in possession of permission are liable to be dealt with severely;
4. Aircraft in possession of permission are required to stick as far as practicable to the approved timing;
5. Approved requests will be void after 24 hours of the date/time of entry.

The Civil Aviation Administration therefore, request that all concerned MUST strictly adhere to the above regulations. (AIC 04/80)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC--For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:
1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended.

   The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:
   UNL
   GND
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRC", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

REMOVAL OF RESTRICTIONS ON AIRCRAFT REGISTERED IN ZIMBABWE:
1. With immediate effect, the restriction previously existing under which aircraft registered in or owned by Zimbabwe (formerly Rhodesia) or any other aircraft destined for or departing from Zimbabwe were not permitted to fly over Libyan territory or land within the S.P.L.A.J. is removed. (II-A036/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

FORECAST TAKE-OFF TEMPERATURE ON HOT DAYS: With effect 1st June 1980, Air Traffic Control will provide, on request, a forecast runway temperature valid for thirty minutes. This service will be available between 0600 and 1800 hours during the period 1st June - 30th September and will supplement the forecast service provided by the Meteorological Office. (II-4/80)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:
Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEC Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTK NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.
(II-A10/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

NEW ZEALAND

NANDI - NAURU - TONIK: ATS ROUTE B77: The ATS Route B77 Nandi-Nauru-Tonik becomes effective 7 August 1980. The 5 letter name-code designators and reporting point coordinates within the Nandi FIR are listed below:

GUSMA	16°14'04"S	176°28'29"E
ATRAS	9°48'49"S	172°27'39"E
BULRO	5°42'47"S	170°00'00"E

Tracks and distances between reporting points are as follows:

NANDI VCR	- GUSMA	316°M	100NM
GUSMA	- ATRAS	317°M	450NM
ATRAS	- BULRO	318°M	285NM
BULRO	- NAURU	319°M	360NM

The Nandi-Nauru section of ATS Route B77 will be included in next edition of NZ-RNC3. (II-28/80)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:

a. Position, flight level and time at which the deviation from the route is expected to be made.

b. Direction and distance upto which the aircraft is likely to deviate from the route.

c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-3/80)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-12/80)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-3/80)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5566 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft, Mode A/3 Code 1200. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

REQUIREMENT FOR GENERAL AVIATION PILOTS FILING IFR FLIGHT PLANS: For strict compliance by all concerned, effective immediately, all general aviation pilots filing IFR flight plans shall certify on the available space on the face of the flight plan that both pilot and aircraft are IFR rated. (II-AIC 4/80)

DECOMMISSIONING OF LORAN-A STATIONS: As of 1 July 1980, the following LORAN-A stations operated by the Philippine Coast Guard has been decommissioned:

1. LORAN Station Batan---------2H3/2H5
2. LORAN Station Catanduanes--2H4
3. LORAN Station Naulo Point--IL6
4. LORAN Station Talampulan---IL6/IL7
5. LORAN Station Tarumpitao---IL7

(II-27/80)

PORTUGAL

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE
For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES
The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA
1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.
1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;
2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;
3. Requests for clearances should include the following information:
a. Call sign;
b. Present and requested flight level;
c. Coordinates of OCA entry point and an accurate estimate for this point, and;
d. Any change to filed Flight Plan.
4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. ROUTE DESIGNATION
1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (EUG10), or UB47 (formerly R67): 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. FLIGHT LEVEL UTILIZATION
2.1 Appropriate to direction of flight.

3. FLIGHT PLANNING
3.1 Flights to/from/over the Caribbean area estimated to cross 30W:
3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;
3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.
3.2 Random flight planning during other hours is acceptable.
3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.
3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. AIR TRAFFIC PROCEDURES
4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;
4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation,

Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.

4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.

4.4 AIC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.

4.5 Aircraft operating on the defined route system shall report over the latitude/-longitude points specified in 1.1 or 1.2 above.

(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.

2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.

3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(E), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZIM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR.
(II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FI80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FI 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to

contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 KM.
(2) Jamal: Riyadh VORTAC R043/95 KM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

NEJRAN--INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
020 CCW 360 below 6000 feet MSL beyond 40 N
360 CCW 330 below 8000 feet MSL beyond 40 N
330 CCW 310 below 9000 feet MSL beyond 40 N
310 CCW 265 below 11000 feet MSL beyond 40 N
(II-33/79)

WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(E). (II-35/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1.

Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR--Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

TENERIFE AC. - FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. - UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRE (RAC 3.2-27 REF) is established as shown below:

	TUDELA INT 4159N 0132W		
		056 236	78 144
UIR MADRID UIR FRANCIA	UIRE 4248N 0009W		

PINA INT is cancelled on this airway.
(II-277/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWEDEN

KARLSTAD AERODROME--LOCAL FLYING RESTRICTIONS: In order to minimize noise disturbances at KARLSTAD aerodrome the following restriction applies for the use of runway 18/36:

> Propeller aircraft with an AUW exceeding 5700 kilos and jet aircraft are only permitted to take-off from runway 36 and land on runway 18 when wind conditions at the traffic situation so require.

(II-1089/80)

FUEL AVAILABILITY: The following airports no longer have 100 octane fuel available: Jonkoping, Karlstad, Norrkoping/Kungsangen, Stockholm/Bromma, Sundsvall/Harnosand, and Umea. (AIP 277)

SWITZERLAND

GENEVA UIR/UG 5, LYON - ST-PREX: In accordance to the French publications, the hitherto UG 5 route segment Lyon - St-Prex receives the new identification UG 5B WIE. (II-37/80)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RT 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

EAST AFRICA FIR: All holders of the AIP -East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100LL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWO paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from Zimbabwe (Rhodesia) are permitted to overfly, land in, or depart from Tanzania. AIP - Tanzania FAL 1.1.4 Refers. (II-A31/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SERSI and R77 between PATKA and OLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

REGULATIONS FOR SMALL AIRCRAFT AND HELICOPTERS FLYING NON-SCHEDULED FLIGHT

During declaration state of national emergency, subject to the provision Article 89 of the Chicago Convention, small aircraft and helicopters of the Contracting States of the Convention of International Civil Aviation intending to fly non-scheduled flight to/from Thailand must submit an application to the Department of Aviation not less than 15 days prior to flight commencement. Such application must contain the following particulars:

1. Number and Type of Aircraft
2. Identification/Nationality and Registration of the Aircraft
3. Flight Rule and Status
4. Route Schedule
5. Date/Times entry/exit BKK FIR boundaries
6. Date/Times of Arrival/departure (In case of landing in Thailand)
7. Airways to be used via BKK FIR
8. Alternate Aerodrome
9. Speed
10. Level
11. Endurance
12. Passenger on board
13. Crew
14. Purpose of landing
15. Purpose of flight
16. Owner & address

Other small aircraft and helicopters of Non-Contracting States of the Convention on internation Civil Aviation desiring to fly in transit non-stop across Thailand or to land in Thailand for non-traffic purposes must apply and obtain prior permission through diplomatic channel. The application according to the above mentioned regulation must contain all the above particulars 1 - 16.

This AIC will come into effect from 20th June 1980. (AIC-3/80)

TUNISIA

SUPPLY OF GASOLINE 100/130 (OCTANE) AT THE AIRPORTS OF TUNIS/CARTHAGE AND JERBA/ZARZIS: Beginning June 1, 1980, and until further notice, the supply of gasoline 100/130 (octane) (AVGAS 100LL) will be reserved exclusively for local customers. (II-21/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

DUBAI INTL: With effect from 15 July 1980 the fuel grades available at Dubai Intl airport are as follows: AVGAS - 100LL and JET A1 only. (II-106/80)

RAS AL KHAIMAH: The Smallpox vaccination is no longer required for arrival at Ras-Al-Khaimah Intl airport. (II-108/80)

SHARJAH: The Smallpox vaccination is no longer required for arrival at Sharjah Intl airport. (II-109/80)

UNITED KINGDOM

SSR CONSPICUITY CODE CHANGE FROM TRIAL TO PERMANENT PROCEDURE:
1. Change of Status: From 0001 on 29 November 1979, the use of Conspicuity Code will change from trial status to a permanent procedure.

2. Airspace Parameters: The procedure will apply within the whole of the U.K. Flight Information and Upper Information Regions (FIRs/UIRs) including MTAs, but excluding CAS and aerodrome traffic patterns below 3,000 feet AGL.

3. Participation: All pilots of civil and military aircraft which carry SSR transponders with 4096 codes should comply with this procedure.

4. Use of the Conspicuity Code: Pilots of suitably equipped aircraft should: (a) Select and transpond in Mode 3/A Code 4321 and Mode C: (i) Before take-off, unless remaining within the aerodrome traffic pattern below 3,000 feet AGL. or required to make a selection of another discrete SSR code. (ii) On termination of a radar service which required display of a different SSR code. It is therefore appropriate to select Conspicuity Code whilst receiving from a ground radar agency equipped only with primary radar. (iii) When entering the U.K. FIRs/UIRs from an area where SSR is in use. (From a non-SSR environment outside the U.K. the International Mode 3/A Code 2000 should continue to be used, U.K. "Air Pilot" RAC 7-3 refers). (b) Cease using Mode 3/A Code 4321 and Mode C: (i) When leaving the U.K. FIRs/UIRs on entering an adjacent FIR/UIR. (ii) When entering and remaining in the aerodrome traffic pattern below 3,000 feet agl. (iii) When circumstances require the use of Mode 3/A Codes 7700,7600, 7500 and 2000. (II-A751/79)

PEAK PERIOD ROUTES AND AIRWAYS AMBER THREE FOUR WEST/UPPER AMBER THREE FOUR WEST AND WHITE ONE TWO/UPPER WHITE ONE TWO: From 1st May, 1980 Peak Period Routes A34W/UA34W and W12/UW12 will be active from 1200 GMT on Fridays to 0700 GMT on Mondays and from 1200 GMT on the days preceding to 0700 GMT on the days following Public Holidays. The routes may not be available at certain times due to military activity and these times will be published by NOTAM Class One. The availability of A34W/UA34W/W12/UW12 between 1200 GMT and 1700 GMT on Fridays and the days preceding Public Holidays is also subject to agreement on that day between the ATC Authorities of France and the United Kingdom and non-availability will be notified by NOTAM Class One. (II-A255/80)

AIRWAY WHITE EIGHT (W8): The portion of Airway White Eight (W8) south of the London/Brest FIR boundary between Neville (500000N 002200W) and Jersey NDB "JEY", control of which was previously delegated by the French Authorities to the Jersey Zone Controller, is now controlled by Brest ACC. The compulsory reporting point on this portion of the airway which was previously known as SIERRA (492850N 012200W) has been re-named NORMA. (II-353/80)

LONDON/HEATHROW AIRPORT--NIGHT MOVEMENT RESTRICTIONS: Until further notice no landings or take-offs by non-scheduled operators are permitted within the night quota times notified in NOTAM A184/1980. All non-scheduled operators and handling agents must note that when permission is granted for a flight to operate into and/or out of Heathrow, such permission ceases to apply if the approved time is not adhered to. No extension will be granted to enable the flight to operate within the night quota period. (II-359/80)

ADVISORY AIRSPACE--ATS ROUTE DELTA WHITE THREE: NOTAM A333/1980 amended the reporting points on certain routes following the changes made in the en-route Holding Patterns published in NOTAM A332/1980. In particular, the mandatory reporting point Start Point (591540N 022200W) was eliminated from ATS route DW3. However, as there is a need for a reporting point in this position, it is proposed to restore Start Point as a mandatory reporting point on DW3, and to make the Holding Point KISTA (593027N 015652W) an "on request" reporting point. This will be effective from 10 July 1980. (II-A393/80)

STANDARD ROUTES TO AIRPORTS WITHIN THE LONDON TMA: Standard routes inbound to London/Heathrow, London/Gatwick, Luton and Stansted from the North are affected by the revised routes promulgated for the Daventry CTA in A308/1980, which were introduced on 12th June, 1980.
2. The standard routes for aircraft inbound to London/Heathrow, Luton or Stansted from the North on Airways A1E or A1/B3 are revised to route via Westcott NDB instead of Kingswood.

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3. The standard route for aircraft inbound to London/Gatwick from the North via A1/B3 at FL 90 to FL 120 inclusive is Honiley--Woodley--Midhurst--Mayfield, but occasionally due to activity on EGD. 129 ATC may require aircraft to route additionally via Westcott NDB. (II-A451/80)

MINIMUM CRUISING LEVELS ON ADVISORY ROUTE DELTA BLUE THREE TWO (DB32): As a result of the introduction of a lowered base for Airway Amber One in the vicinity of Cowly (Notam A307/1980 refers), the minimum cruising level restriction (when applicable) on DB32 between Norry and Westcott is now lowered to FL 90. (II-A452/80)

FLIGHT PLAN ANNOTATION--COMPLIANCE WITH MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS): In accordance with Regional Supplementary Procedures, the following requirement came into effect on 2 Nov 1978.

2. For flights intending to operate within North Atlantic MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certified as complying with the MNPS. (II-A502/80)

EDINBURGH AIRPORT: Refuelling times for AVGAS 100LL are now as follows:

1 Oct to 30 Apr 0830 to 1700 (local) Monday through Friday, 0900 to 1200 (local) Saturday, Sunday and Public Holidays.

1 May to 30 Sep 0830 to 1900 (local) Monday through Friday, 0900 to 1700 (local) Saturday, Sunday and Public Holidays.

This fuel is available from Aero Services Tel: 031-334 7660 or 031-334 4695 other times by arrangement plus surcharge to 031-229 5912. (II-A503/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details).
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYEEYA
LYBEYC will be LYEBYO
LYBEYT will be LYEBYT
LYBEYE will be LYEBYE
LYBEYM will be LYEBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the

international aeronautical mobile service.

2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.

3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

- CLOSURE OF SKOPJE AERODROME: With effect from 15 June till 31 July 1980, aerodrome Skopje will be closed for international and domestic air traffic due to reconstruction. (II-13/80)

ZAIRE

FIR - KINSHASA:

- Upper limit of CTR of Kinshasa: FL 55
- Coordinates of reporting point APULO: 0547S - 1637E.
- New indicators for the reporting points:

  Route ATS H4 KASAI 0534S-2053E becomes RURGO

  Route ATS A48 KASAI 0834S-2200E becomes SENAL

  Route ATS V3 KASAI 0400N-1900E becomes RIPEP

  Route ATS H10 MARINGA 0007N-2256E becomes RUMLA

  Route ATS J2 MAMBASSA 0118N-2903E becomes ODNAS
  0056S-2755E becomes OGDAM

- Reporting point BUNIA VOR, BORSC, BILID, KINDU VOR and IUE VOR become reporting ATS/MET.

(II-A013/80)

ZAMBIA

LUSAKA F.I.R. NON SCHEDULED FLIGHTS: The Zambian Airspace is now open to all non-scheduled flights except Western Province. Those operators wishing to operate into or over fly Western Province of Zambia must apply to the Commander Zambia National Defense Forces giving ten (10) days Prior Notice and Approval must be received by the applicant before flight is under taken.

The application must include the following:

(a) pilots name
(b) operators name and address
(c) type of aircraft and registration
(d) route or area of operation
(e) purpose of flight dates, timings etc.

All applications are directed to the Commander Z.N.D. Forces. (II-5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

CYPRUS

LARNACA INTL: Fuel grade 100L is no longer available at Larnaca International Airport. (DOS 7/80)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

LIBERIA

Effective June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry and Transportation request all foreign civilian and military registered aircraft (not normal scheduled commercial flights) wishing to overfly or land at Liberian aerodromes compliance with the following provisions: Permission to overfly or land is subject to prior request. Request should be made by mail and should reach civil aviation authorities three weeks prior to operation (or two weeks if request made by telex). Request should include the following:

1. Name, nationality and address of applicant.

2. Aircraft registration marks or service number and nationality of owners.

3. Type of aircraft.

4. Purpose of flight and nature of cargo.

5. Aerodrome or origin. Date and time of departure. Last aerodrome departed before entering Liberian airspace.

6. Date, time and point of entering Liberian airspace.

7. Date, time and aerodrome of landing in Liberia.

8. Point and time of exit.

9. Date, time and first aerodrome of landing after departing Liberia.

10. Date and time of final destination.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded.

2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission.

3. Approved requests will be void after 24 hours of the date/time of entry.

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

- Cancun
- Chetamal
- Cozumel
- Cuidad Acuna
- Cuidad Juarez
- Hermosillo
- Matamoros
- Merida
- Mexicali
- Nogales
- Nueva Laredo
- Piedras Negras
- Reynosa
- Tapachula
- Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DCS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DCS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A265/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

TURKS AND CAICOS ISLANDS:

Charter, commercial and freight aircraft require 24 hour prior permission to land. Address to: TELEX 8227, CHIEFMIN TC. (FAA)

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DCS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.)
Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE—REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE—IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NCTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.
*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.

The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assure any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3432 0800-1700 Monday-Friday; other times call 202-426-3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGC: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
    - --aircraft identification
    - --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
    - --aircraft identification
    - --position
    - --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:
a) U.K. SOUTH-EAST:
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
- a) Yugoslavia (except Belgrade), Greece
- b) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
- a) U.K. South-east, Belgium, London/Gatwick
- b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)

Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) France, Switzerland
- c) U.K. North, Netherlands

Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL–UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) U.K. North, Netherlands
- c) France, Switzerland

Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
- a) Northern Germany (Federal Republic of Germany)
- b) Stuttgart (via Austria)

Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

EXTENSION OF MANDATORY OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 Oct 1980 all aircraft within the FIR WIEN operating on night VFR flights outside the traffic circuit of aerodromes shall carry on board a SSR transponder meeting the Standards of ICAO Annex 10, Vol I, Part I, item 2.5.
2. The transponder shall have the capability to respond at least to Mode A interrogations and to reply with 4096 codes.
3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.
4. If pilots select on Mode A either Code 7700, 7600, or 7500, this will be indicated on the controllers display automatically.
5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part I, item 13.4. (II-A057/80)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES—Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED—Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:

(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport

However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE—Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:

Nassau International Airport
Freeport International Airport
West End, Grand Bahama

(II-20/79)

BAHRAIN

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
   A. To Jeddah via B55W Golbi -Silno -Malaga -Raghba -G53 -Jeddah or A1 -Silno -G53W -Riyadh - G53 -Jeddah.
   B. From Jeddah B57 -Darb -Afif -Riyadh -G53E -Dhahran or Jeddah -B57 -Quasumah.
   C. Inbound FL 310 or above.
   D. Outbound via Gassim -B57 -Qaisumah FL 290 and below or via Riyadh -G53E -Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.

A. To Jeddah via A60.

B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina -A60.

C. Inbound FL 310 to Jeddah.

D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.

A. To Jeddah. W22 -Medina -A60 -Jeddah.

B. From Jeddah. Via Majed thence MAD 158R to Medina W22.

C. Flight levels to be determined.

4. Traffic from/to Cairo Area.

A. To Jeddah. Via Luxor -R39 -Jeddah.

B. From Jeddah. A26 -Alwajh -W4 -Luxor.

C. Inbound flight level unrestricted.

D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.

A. To Jeddah. Khartoum -G498 -Jeddah.

B. From Jeddah. G49 -Khartoum.

C. Flight levels to be determined.

6. Traffic from/to Kuwait.

A. To Jeddah or Riyadh. Golbi -Magala -Raghba -G53 -Jeddah.

B. From Jeddah. B57 -Quaisumah.

C. Inbound to Jeddah / Riyadh FL 310 and above.

D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.

E. Inbound overflying Jeddah B54 -HIL -A60 FL 310 and above.

(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include CIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BAHRAIN FIR: The Smallpox vaccination is no longer required for arrival in Bahrain, Oman and Qater Airports. (II-110/80)

BAHRAIN FIR: Visual Reporting Point UMM SAID has been redesignated SOUTH POINT. (II-118/80)

BAHRAIN: Low Lead AVGAS 100LL now available at BAHRAIN INTL airport. Inquiries concerning specification should be made to B.P. P. O. Box 299 Bahrain. (II-123/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.

(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the

triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A036/79)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

ATS ROUTE B 23 - SEA ISLE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the ATS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAP ONE. (II-20/79)

BULGARIA

- THE AIRCRAFT PILOTS-IN-COMMAND are reminded that not later than 10 minutes prior to entering the airspace of the People's Republic of Bulgaria are obliged to set a radio communication lincage respectively with "Sofia Control" and/or "Varna Control", in accordance with para. 1.2.2 and 1.2.3 of section RAC 1 of AIP Bulgaria. (II-10/80)

CANADA

USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, c792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

SANTIAGO FIR: With effect from JUN/12th/1980, in AWY A5 from 30 NM to the North of TBN (NDB) non directional radio beacon, will be increased the controlled airspace to the East of the AWY A5 in 5 additional NM. The additional controlled airspace before mentioned it is protected to the South to join with the controlled airspace of UMKAL 1 procedure (STAR 1). (II-A46/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate—For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)—Bose (Poseh)—Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE—IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport—Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)—Guangzhou NDB 'FC'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight

plan cruising level and thereafter intercept the planned course;

(8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;

(9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;

(10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.

3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.

4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

NOTIFICATION OF ESTABLISHMENT OF AIR CORRIDOR IN KUNMING AND REROUTING OF GAOYAO-KUNMING AND NANNING-LAOLIANGCANG ROUTE SEGMENTS:

1. Kunming Air Corridor

(1) Kunming Aerodrome (VOR) - Luxi (NDB), Width 10Km.

(2) Inbound aircraft from or outbound aircraft towards the direction of Hongkong, Guangzhou and Nanning and aircraft overflying Kunming from or towards the direction referred to above are to follow this corridor.

(3) Flight altitude within the air corridor: Outbound 6,000m (QNE); Inbound 5,700m (QNE). Aircraft overflying Kunming must proceed along the air corridor, maintaining assigned enroute altitude.

(4) Navigational aid: Luxi NDB coordinates N24°31'E103°45', ident ZN, frequency 387Khz, hour of operation HO.

(5) Heading (M) and distance: Kunming (VOR)-Luxi (NDB) 118°/298° 115km.

(6) ATC requirements

a. Before entry into the air corridor aircraft must establish contact with Kunming Tower, taking the initiative in reporting flight conditions and follow its instructions.

b. Aircraft overflying Kunming must proceed along the air corridor maintaining assigned enroute altitude, establish contact in time with Kunming Tower and follow its instructions.

c. Aircraft within the air corridor may make ascent or descent when so cleared by the tower.

2. Re-routing of Route Segments

(1) The Gaoyao-Bose-Kunming segment of Guangzhou-Kunming route will be rerouted as Gaoyao-Laibin-Bose-Luxi-Kunming (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Gaoyao NDB-Laibin NDB 284°/104° 339km-Bose NDB 275°/95° 265km-Luxi NDB 284°/104° 304km-Kunming VOR 298°/118° 115 km.

b. Cruising level: Gaoyao-Kunming FL110m, Kunming-Gaoyao FL100m.

c. Minimum safe altitude: Gaoyao-Laibin 193m, Laibin-Bose 1626m, Bose-Luxi 3101m, Luxi-Kunming 3509m.

d. Navigational aid: Laibin NDB coordinates N23°44'E109°14', ident KC, frequency 393Khz, hour of operation HO.

(2) The Nanning-Laoliangcang segment of Nanning-Wuhan route will be re-routed as Nanning-Laibin-abeam Guilin-Laoliangcang (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Nanning NDB-Laibin NDB 42°/222° 166km-abeam Guilin NDB 33°/213° 197km-Laoliangcang NDB 33°/213° 370km.

b. Minimum safe altitude: Nanning-Laibin 1960m, Laibin-Laoliangcang 2741m.

The above notification will become applicable from 1601Z on April 29, 1980. (II-03/80)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

- TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A0 15/78)

DOMINICAN REPUBLIC

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:
  COORDINATES -16°00'00"N 70°44'31"W
  DESIGNATOR -VESKA
  COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-12/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
  Ident: Ambar 36
  Significant Points: 19-45-30N/ 070-34-18W
  Magnetic Track: 300
  Distance: 79 NM
  MEA: 8000 ft.
  Width: 20 NM
  Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
  Significant Points: 20-15-54N/ 071-51-29W
  Magnetic Track: 298
  Distance: 21 NM
  MEA: 4000 ft.
  Remark: Compulsory; to

Reporting Point: ALBEE
  Significant Points: 20-24-00N/ 072-12-25W
  Magnetic Track: 298
  Distance: 89 NM
  MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
  Significant Points: 20-57-35N/ 073-40-39W
(II-21/80)

DOMINICAN REPUBLIC: With immediate effect until further notice, all SSB Transponder equipped aircraft flying within MDSD FIR before entering MJSJ FIR will operate code 2100 when flying FL 240 or above and code 1100 when flying FL 230 or below, if possible. (II-36/80)

DOMINICAN REPUBLIC: All aircraft on route from MDSD and destined to Europe must fly B20 to reporting point ANTEX before entering MJSJ FIR and then continue the planified route. (II-37/80)

SPECIAL NOTICE: The only requirement for private aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata, is sending the corresponding flight plan.

The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata must solicit a permission with at least 72 working hours in advance, via cable, to DIRACIV, Santo Domingo, Dominican Republic. (II-58/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

  1) position NUBAR 2200N 3145E.
  2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.
  3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASLA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE—WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa—heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara—heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TC CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

FINLAND

KRUUNUPYY AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

Fuel grade JET A-1 is now available at Kruunupyy aerodrome. (II-50/80)

PORI AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

The distribution of fuel grade JET A-1 has been discontinued. (II-51/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

CHANGE OF OPERATIONAL PROCEDURES IN RHEIN UIR: With effect from 10 JUL 1980 the following changes of operational procedures will be implemented.

Maintenance of a smooth flow of air traffic via reporting point Tango (TGO) demands that aircraft entering the upper airspace of the Federal Republic of Germany from Zurich UIR and proceeding to the airports Bremen, Dusseldorf, Koln-Bonn and Munster-Osnabruck, be cleared exclusively via standard route TRA-UA9-FFM.

The modified standard routes are published in AIP I RAC-2-6. (II-86/80)

TRAFFIC FLOWS TO OR THROUGH GREECE VIA BUGAC-KELEBIA-HUMAR:

1. Introduction
1.1 New procedures for management of the Air Traffic Flow to or through Greece via BugacKelebia-Humar have been agreed between the states Austria, Czechoslovakia, Denmark, the German Democratic Republic, Finland, Hungary, Norway, Poland, and Sweden.
1.2 The procedures will be applied on 01 July 1980, 0001 GMT.
2. Procedures
2.1 Where Repetitive Flight Plans do not exist, aircraft operating agencies/pilots planning operations to or through Athinai FIR via Bugac-KelebiaHumar should file their respective individual Flight Plans at least 3 hours prior to estimated time of departure.
2.1.1 Such Flight Plans shall also be addressed to LCWWYU.

2.1.2 Revisions to and cancellations of Repetitive Flight Plans and individual Flight Plans shall also be addressed to LOWWYU.

2.2 To avoid en-route holdings or intermediate landings aircraft operating agencies/pilots should, whenever Athinai ACC applies acceptance rates for the point Humar, request not earlier then 2 hours prior to the estimated time of departure an En-route Time Slot for the point Bugac indicating in the request the earliest possible time of arrival over the point Bugac.

2.2.1 Such requests shall be addressed to ETBSZG. 2.3 Slot Times for Bugac will be allocated by the Air Traffic Flow Management Unit Vienna and will be expressed as a four-digit time group and will allow for a tolerance of plus/minus 10 minutes for the flight concerned to arrive over Bugac.

2.3.1 Pilots should arrange their flight so as to arrive over Bugac as close as possible to the allocated Slot Time. Pilots of flights who are unable to meet an allocated Slot Time should immediately advise the appropriate air traffic services unit and request a revised Slot Time.

2.4 The following types of flights will be exempted from traffic flow restrictions:

a) Flights known or believed to be in a state of emergency (including flights subjected to unlawful interference)
b) Flights operating for humanitarian reasons
c) Flights on search and rescue missions
d) Flights with a "Head of States" status
e) Cargo flights carrying live-stock.
(II-37/80)

AIRWAY A4 RADAR VECTORING- With effect from the 07 August 1980, the airspace between the reporting points Starling and Segal within which aircraft bound for Copenhagen may be radar vectored by Copenhagen ACC will be changed as follows:
545500N 125100E - 545500N 130000E -
544400N 130130E - 543820N 125130E -
544400N 123100E - 545500N 125100E.
(II-43/80)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444-RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444-RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444-RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

LGD 64 - KASSANDRA, REVISION OF LATERAL LIMITS: On the AIRAC date of 7 August 1980 the lateral limits of LGD 64 Kassandra will be revised as follows:

401600N 232200E - 400800N 232500E -
401000N 233000E - 401600N 232800E.
(II-17/80)

ALEXANDROUPOLIS: Refueling T.F. JET A1 and P.F. 100LL not available. (I-622/80)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

      i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

      ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

   i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

   ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

   iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

   i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

GUYANA

- ● TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)
- ● GEORGETOWN RADIO—Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

HONDURAS

● SPECIAL NOTICE: Central America FIR/Costa Rica—Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG—5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect—Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance (II-A10/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:
1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E -2210N 11450E -Hong Kong withdrawn from service.

2. Route description. i) Southbound route -Guangzhou -Shilong ("LQ" NDB) -2232N 11406E (RUMET) -"HKG" NDB -Hong Kong. Transfer-of-control is at RUMET. ii) Northbound route -Hong Kong -"CH" VOR -2221.5N 11352E (TEGAL) -2224.5N 11348E (Neilingding Dao) -Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A04/80)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

- BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
  NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport—Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

- AVAILABILITY OF AVGAS:
  AVGAS 115/145 octane is not available from 27-3-1979 UFN.
  AVGAS 100/130 octane is not available from 9-11-1979 UFN. (II-6/80)

EXTENSION OF ATS ROUTE RED-25: With effect from 120001 June 1980 existing Red-25 in Calcutta FIR from Kathmandu - Calcutta is extended to POTIT (1737N 9200E). The lateral and vertical limits of the extended portion will be as follows:

Lateral Limits - 20 NM between CEA VOR - KILAL (2106N 8936E) 40 NM between KILAL - POTIT

Vertical Limits - Lower Limit FL - 75
Upper Limit FL - 460

Route will be bi-directional and Flight Information Service will be provided in the airspace outside controlled airspace. (II-9/80)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR—The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scalloping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz. (II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

● SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

● SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.

(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."

(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.

(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.

(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.

Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.

2. On trial basis it is in force the following:

a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;

b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:

a. until crossing FL100 departing from aerodromes located within Milano TMA;

b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.

(II-3/80)

- IDENTIFICATION OF SIGNIFICANT POINTS IN ROMA, MILANO, BRINDISI FIR/UIR:

1. The following significant points within ROME FIR will be changed as shown:

Present Designator	Coordinates	New Desig.	Remarks
A14/C	4109N 1452E	AMSOR	A14
PANDA	4216N 1340E	ANEDA	G23
QUEBEC	4148N 0958E	BEKOS	G23N
BENNY	4103N 1440E	BENTO	NAPOLI CTR
A13/A	4012N 1301E	BEROL	A13
CENTO	4112N 1010E	CENTU	G2323
DELTA	4130N 1210E	ELVIN	AA1-ROMA TMA
EASY	4122N 1146E	ESINO	G14-ROMA TMA
DEALER	4011N 1406E	DELER	A1
U/R46/C	4222N 1013E	GILET	R46
LEONE	4308N 1245E	LEONN	A15
PAPA	4148N 1108E	MAMAR	ROMA TMA
ALPHA	4202N 1124E	MEDAL	A1-ROMA TMA
NORA	4316N 0959E	NCRNI	A1E
PUMA	4202N 1255E	PEMAR	G23-ROMA TMA
QUEEN	4011N 1033E	QUEEN	G14
BRAVO	4148N 1143E	RAVAL	A1-ROMA TMA
ECHO	4113N 1232E	RIFFI	A1-ROMA TMA
U/R46/B	4211N 1052E	ROTIR	R46–ROMA TMA
FOX	4048N 1112E	RCXAN	G14
EAGLE	4018N 1320E	TAGEL	DW17
HOTEL	4102N 0934E	TALIN	G23
INDIA	4126N 1056E	TINTO	G23-ROMA TMA
CHARLIE	4136N 1201E	TORLI	A1-ROMA TMA
TURO	4052N 1152E	TURMO	DW4-ROMA TMA
KILO	4134N 1124E	VALMA	G23-ROMA TMA

2. Significant points already modified:

Present desig.	Coordinates	New desig.
U/G8/A	3827N 1900E	BAMBI
CRAY	4134N 1803E	CRAYE
DRAKE	3630N 1418E	DIRKA
TI	3744N 1056E	INDOR
CUTTLE	4233N 1559E	KATTI
CRAB	4401N 1355E	KERAE
LATON	3915N 1900E	LATAN
U/A1/F	3724N 1900E	LCRNC
MARCO	4552N 0938E	MARCC
FIR BDRY R/UR22	4516N 1300E	ROTAR
SILLIAN	4645N 1225E	SCLNI
TIGER	4004N 1900E	TIGRA
FISH	4334N 1426E	TORPO
TUNA	4301N 1516E	TUNAI
IP	4052N 1152E	TUPAL
TN	3802N 1017E	NCISI
U/A9/C	3815N 0947E	OSMAR
TE	3651N 1130E	ROLBA

3. Other significant points will be modified by further NOTAM. (II-30/80)

JAMAICA

- SPECIAL NOTICE--Kingston radio remains decommissioned, however, air/ground frequency 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in

use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS—JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

● KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit -4500 feet AMSL

Controlling Authority -Kingston Area Control Center

Transition level -FL 50

Transition altitude -4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace -Instrument Restricted).
b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace -Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.

Within Tokyo FIR: 1200Z-1700Z
Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

CHANGE OF MEA ON AIRWAY R-11: WEF 1501 GMT 9 July 1980, a part of MEA on airway R-11 will be changed as follows:

GTC 328° $\frac{\text{40NM}}{\text{5000}}$
GTC 40 DME Fix $\frac{\text{60NM}}{\text{9000}}$ 148° CFH

(II-128/80)

ESTABLISHMENT OF DIRECT ROUTES: WEF 0000 GMT 7 AUG 1980, direct routes will be established as follows:

15NM 62NM
HPE 017° 6000 HPE 15 DME 10000 197° MW

10NM 36NM
HPE 063° 5000 HPE 10 DME 9000 243° MQE

20NM 44NM
HPE 187° 5000 HPE 20 DME 6000 007° MX

15NM 42NM
HPE 218° 5000 HPE 15 DME 9000

15NM
YTE 15 DME 7000 038° YTE

12NM 43NM
HPE 234° 5000 HPE 12 DME 9000

55NM
MMV 9000 GTC 20 DME

20NM
4000 054° GTC

15NM 17NM
HPE 296° 5000 HPE 15 DME 7000 TWV

21NM
6000 116° ATE

Remarks: HPE--MQE and HP--ATE of present direct routes will be abolished concurrently. (II-159/80)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY

R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAC standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

SPECIAL NOTICE: Reporting points CSCAR with coordinates 284200N 481800E and reporting point LIMA 285400N 481300E is to be cancelled. (II-22/80)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

ROBERTS INTL AIRPORT/LIBERIA: AVGAS 100/130 completely withdrawn until further notice. (II-4/80)

PROVISIONS FOR NON-SCHEDULED FLIGHTS:

Effective as of June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry & Transportation request that all Foreign Civilian and Military Registered aircraft wishing to overfly or land at Liberia's Aerodromes should comply with the following provisions. These provisions however, do not apply to normal scheduled commercial flights. Permission to overfly Liberia's Airspace or land at its Aerodromes is subject to prior request and approval. Request by mail should reach the Civil Aviation Authorities three (3) weeks before operation or if the request is made by telex two (2) weeks is required.

The request should include the following details:

1. Name, Nationality and address of applicant;
2. Aircraft registration marks or service number and Nationality of owners;
3. Type of aircraft;
4. Purpose of flight and nature of load;
5. Aerodrome of origin, date and time of departure;
6. Last aerodrome of departure before entering Liberia airspace, point and time of entering Liberia airspace - date time;
7. Aerodrome of landing in Liberia - date and time;
8. Point and time of exit;
9. First aerodrome of landing after leaving Liberia - date and time;
10. Final destination – date and time.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded;
2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission;
3. Aircraft not in possession of permission are liable to be dealt with severely;
4. Aircraft in possession of permission are required to stick as far as practicable to the approved timing;
5. Approved requests will be void after 24 hours of the date/time of entry.

The Civil Aviation Administration therefore, request that all concerned MUST strictly adhere to the above regulations. (AIC 04/80)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

SECURITY CONTROL OF AIR TRAFFIC—For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E—32°50'N 16°00'E—31°31'20"N 16°00'E—31°55'N 14°07'E—32°43'N 13°36'E—32°45'N 13°32'E—32°50'N 13°11'E 32°55'N 13°10'E—32°55'N 13°10'E—33°02'N 13°10'E—33°19'N 13°23'E.
2. Vertical limits of the airspace:
   UNL

   GND
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRO", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

REMOVAL OF RESTRICTIONS ON AIRCRAFT REGISTERED IN ZIMBABWE:

1. With immediate effect, the restriction previously existing under which aircraft registered in or owned by Zimbabwe (formerly Rhodesia) or any other aircraft destined for or departing from Zimbabwe were not permitted to fly over Libyan territory or land within the S.P.L.A.J. is removed. (II-A036/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN—WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements

within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HAIIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

FORECAST TAKE-OFF TEMPERATURE ON HOT DAYS: With effect 1st June 1980, Air Traffic Control will provide, on request, a forecast runway temperature valid for thirty minutes. This service will be available between 0600 and 1800 hours during the period 1st June - 30th September and will supplement the forecast service provided by the Meteorological Office. (II-4/80)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17- (W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the

available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 RCMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEC Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
  Magnetic Track: 125°
  Lateral limit: 5 miles either side
  Distance: 59
  Type of Service: ATC service
  Upper/lower limit: FL460/11,500
  MEA: 11,500
  Controlling Authority: KTM control
  Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
  Magnetic Track: 125°
  Lateral limit: 5 miles either side
  Distance: 67
  Type of Service: ATC service
  Upper/lower limit: FL460/11,500
  MEA: 11,500
  Controlling Authority: KTM control
  Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
  Magnetic Track: 164°
  Lateral limit: 5 miles either side
  Distance: 57
  Type of Service: ATC service
  Upper/lower limit: FL460/11,500
  MEA: 11,500
  Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.
(II-A10/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

● PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft. (II-36/79)

NEW ZEALAND

NANDI - NAURU - TONIK: ATS ROUTE B77: The ATS Route B77 Nandi-Nauru-Tonik becomes effective 7 August 1980. The 5 letter name-code designators and reporting point coordinates within the Nandi FIR are listed below:

GUSMA	16°14'04"S	176°28'29"E
ATRAS	9°48'49"S	172°27'39"E
BULRO	5°42'47"S	170°00'00"E

Tracks and distances between reporting points are as follows:

NANDI VCR	-	GUSMA	316°M	100NM
GUSMA	-	ATRAS	317°M	450NM
ATRAS	-	BULRO	318°M	285NM
BULRO	-	NAURU	319°M	360NM

The Nandi-Nauru section of ATS Route B77 will be included in next edition of NZ-RNC3. (II-28/80)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:
   a. Position, flight level and time at which the deviation from the route is expected to be made.
   b. Direction and distance upto which the aircraft is likely to deviate from the route.
   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-3/80)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-12/80)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-3/80)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

● SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft, Mode A/3 Code 1200. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PAPUA NEW GUINEA

CHANGES TO THE VFR CONTRCL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits—straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits—a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes—The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE—Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

REQUIREMENT FOR GENERAL AVIATION PILOTS FILING IFR FLIGHT PLANS: For strict compliance by all concerned, effective immediately, all general aviation pilots filing IFR flight plans shall certify on the available space on the face of the flight plan that both pilot and aircraft are IFR rated. (II-AIC 4/80)

DECOMMISSIONING OF LORAN-A STATIONS: As of 1 July 1980, the following LORAN-A stations operated by the Philippine Coast Guard has been decommissioned:

1. LORAN Station Batan---------2H3/2H$
2. LORAN Station Catanduanes—2H4
3. LORAN Station Naulo Point--IL6
4. LORAN Station Talampulan---IL6/IL7
5. LORAN Station Tarumpitao——IL7

(II-27/80)

PORTUGAL

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE
For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

EN-ROUTE HF NAT FAMILY "C" FREQUENCIES
The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA
1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle

track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.

1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;

2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;

3. Requests for clearances should include the following information:

a. Call sign;

b. Present and requested flight level;

c. Coordinates of OCA entry point and an accurate estimate for this point, and;

d. Any change to filed Flight Plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. **ROUTE DESIGNATION**

1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67); 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. **FLIGHT LEVEL UTILIZATION**

2.1 Appropriate to direction of flight.

3. **FLIGHT PLANNING**

3.1 Flights to/from/over the Caribbean area estimated to cross 30W:

3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;

3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.

3.2 Random flight planning during other hours is acceptable.

3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.

3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. **AIR TRAFFIC PROCEDURES**

4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;

4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.

4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.

4.4 AIC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.

4.5 Aircraft operating on the defined route system shall report over the latitude/-longitude points specified in 1.1 or 1.2 above.

(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M. Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.

2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.

3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

● JEDDAH FIR--MAGALA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGALA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR—JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

- JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

- MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

- GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

- RAGHBA—NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR—AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

- JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB—VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B—A26—A60—W4—B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VCR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FI 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Geographical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

- JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VCR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

- WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E

and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

- NEJRAN—INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
  020 CCW 360 below 6000 feet MSL beyond 40 N
  360 CCW 330 below 8000 feet MSL beyond 40 N
  330 CCW 310 below 9000 feet MSL beyond 40 N
  310 CCW 265 below 11000 feet MSL beyond 40 N
  (II-33/79)

- WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR—TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA—POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOCZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

MADRID UIR—Restrictions of utilization on Airway UG-5. The Airway UG-5 segment between Barahona VOR "BAN" and Toulouse VOR "TOU" is not usable until further notice. (II-523/78)

TENERIFE AD. - FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. - UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRB (RAC 3.2-27 REF) is established as shown below:

	TUDELA INT 4159N 0132W		
		056	78
		236	144
UIR MADRID UIR FRANCIA	UIRB 4248N 0009W		

PINA INT is cancelled on this airway. (II-277/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES—With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWEDEN

KARLSTAD AERODROME--LOCAL FLYING RESTRICTIONS: In order to minimize noise disturbances at KARLSTAD aerodrome the following restriction applies for the use of runway 18/36:

> Propeller aircraft with an AUW exceeding 5700 kilos and jet aircraft are only permitted to take-off from runway 36 and land on runway 18 when wind conditions at the traffic situation so require.

(II-1089/80)

FUEL AVAILABILITY: The following airports no longer have 100 octane fuel available: Jonkoping, Karlstad, Norrkoping/Kungsangen, Stockholm/Bromma, Sundsvall/Harnosand, and Umea. (AIP 277)

SWITZERLAND

GENEVA UIR/UG 5, LYON - ST-PREX: In accordance to the French publications, the hitherto UG 5 route segment Lyon - St-Prex receives the new identification UG 5E WIE. (II-37/80)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

● TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

● SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

● CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

● EAST AFRICA FIR: All holders of the AIP -East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100LL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWO paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from Zimbabwe (Rhodesia) are permitted to overfly, land in, or depart from Tanzania. AIP - Tanzania FAL 1.1.4 Refers. (II-A31/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and OLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

REGULATIONS FOR SMALL AIRCRAFT AND HELICOPTERS FLYING NON-SCHEDULED FLIGHT

During declaration state of national emergency, subject to the provision Article 89 of the Chicago Convention, small aircraft and helicopters of the Contracting States of the Convention of International Civil Aviation intending to fly non-scheduled flight to/from Thailand must submit an application to the Department of Aviation not less than 15 days prior to flight commencement. Such application must contain the following particulars:

1. Number and Type of Aircraft
2. Identification/Nationality and Registration of the Aircraft
3. Flight Rule and Status
4. Route Schedule
5. Date/Times entry/exit BKK FIR boundaries
6. Date/Times of Arrival/departure (In case of landing in Thailand)
7. Airways to be used via BKK FIR
8. Alternate Aerodrome
9. Speed
10. Level
11. Endurance
12. Passenger on board
13. Crew
14. Purpose of landing
15. Purpose of flight
16. Owner & address

Other small aircraft and helicopters of Non-Contracting States of the Convention on internation Civil Aviation desiring to fly in transit non-stop across Thailand or to land in Thailand for non-traffic purposes must apply and obtain prior permission through diplomatic channel. The application according to the above mentioned regulation must contain all the above particulars 1 - 16.

This AIC will come into effect from 20th June 1980. (AIC-3/80)

TUNISIA

SUPPLY OF GASOLINE 100/130 (OCTANE) AT THE AIRPORTS OF TUNIS/CARTHAGE AND JERBA/ZARZIS: Beginning June 1, 1980, and until further notice, the supply of gasoline 100/130 (octane) (AVGAS 100LL) will be reserved exclusively for local customers. (II-21/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

DUBAI INTL: With effect from 15 July 1980 the fuel grades available at Dubai Intl airport are as follows: AVGAS - 100LL and JET A1 only. (II-106/80)

RAS AL KHAIMAH: The Smallpox vaccination is no longer required for arrival at Ras-Al-Khaimah Intl airport. (II-108/80)

SHARJAH: The Smallpox vaccination is no longer required for arrival at Sharjah Intl airport. (II-109/80)

UNITED KINGDOM

PEAK PERIOD ROUTES AND AIRWAYS AMBER THREE FOUR WEST/UPPER AMBER THREE FOUR WEST AND WHITE ONE TWO/UPPER WHITE ONE TWO: From 1st May, 1980 Peak Period Routes A34W/UA34W and W12/UW12 will be active from 1200 GMT on Fridays to 0700 GMT on Mondays and from 1200 GMT on the days preceding to 0700 GMT on the days following Public Holidays. The routes may not be available at certain times due to military activity and these times will be published by NOTAM Class One. The availability of A34W/UA34W/W12/UW12 between 1200 GMT and 1700 GMT on Fridays and the days preceding Public Holidays is also subject to agreement on that day between the ATC Authorities of France and the United Kingdom and non-availability will be notified by NOTAM Class One. (II-A255/80)

LONDON/HEATHROW AIRPORT--NIGHT MOVEMENT RESTRICTIONS: Until further notice no landings or take-offs by non-scheduled operators are permitted within the night quota times notified in NOTAM A184/1980. All non-scheduled operators and handling agents must note that when permission is granted for a flight to operate into and/or out of Heathrow, such permission ceases to apply if the approved time is not adhered to. No extension will be granted to enable the flight to operate within the night quota period. (II-359/80)

ADVISORY AIRSPACE--ATS ROUTE DELTA WHITE THREE: NOTAM A333/1980 amended the reporting points on certain routes following the changes made in the en-route Holding Patterns published in NOTAM A332/1980. In particular, the mandatory reporting point Start Point (591540N 022200W) was eliminated from ATS route DW3. However, as there is a need for a reporting point in this position, it is proposed to restore Start Point as a mandatory reporting point on DW3, and to make the Holding Point KISTA (593027N 015652W) an "on request" reporting point. This will be effective from 10 July 1980. (II-A393/80)

STANDARD ROUTES TO AIRPORTS WITHIN THE LONDON TMA: Standard routes inbound to London/Heathrow, London/Gatwick, Luton and Stansted from the North are affected by the revised routes promulgated for the Daventry CTA in A308/1980, which were introduced on 12th June, 1980.

2. The standard routes for aircraft inbound to London/Heathrow, Luton or Stansted from the North on Airways A1E or A1/B3 are revised to route via Westcott NDB instead of Kingswood.

3. The standard route for aircraft inbound to London/Gatwick from the North via A1/B3 at FL 90 to FL 120 inclusive is Honiley--Woodley--Midhurst--Mayfield, but occasionally due to activity on EGD. 129 ATC may require aircraft to route additionally via Westcott NDB. (II-A451/80)

MINIMUM CRUISING LEVELS ON ADVISORY ROUTE DELTA BLUE THREE TWO (DB32): As a result of the introduction of a lowered base for Airway Amber One in the vicinity of Cowly (Notam A307/1980 refers), the minimum cruising level restriction (when applicable) on DB32 between Norry and Westcott is now lowered to FL 90. (II-A452/80)

FLIGHT PLAN ANNOTATION--COMPLIANCE WITH MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS): In accordance with Regional Supplementary Procedures, the following requirement came into effect on 2 Nov 1978.

2. For flights intending to operate within North Atlantic MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certified as complying with the MNPS. (II-A502/80)

EDINBURGH AIRPORT: Refuelling times for AVGAS 100LL are now as follows:

1 Oct to 30 Apr 0830 to 1700 (local) Monday through Friday, 0900 to 1200 (local) Saturday, Sunday and Public Holidays.

1 May to 30 Sep 0830 to 1900 (local) Monday through Friday, 0900 to 1700 (local) Saturday, Sunday and Public Holidays.

This fuel is available from Aero Services Tel: 031-334 7660 or 031-334 4695 other times by arrangement plus surcharge to 031-229 5912. (II-A503/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 13 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE—All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details).
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE—CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAIRE

FIR - KINSHASA:

- Upper limit of CTR of Kinshasa: FL 55
- Coordinates of reporting point APULC: 0547S - 1637E.
- New indicators for the reporting points:

  Route ATS H4 KASAI 0534S-2053E becomes RURGC

  Route ATS A48 KASAI 0834S-2200E becomes SENAI

  Route ATS V3 KASAI 0400N-1900E becomes RIPEP

  Route ATS H10 MARINGA 0007N-2256E becomes RUMLA

  Route ATS J2 MAMBASSA 0118N-2903E becomes ODNAS
  0056S-2755E becomes CGDAM

- Reporting point BUNIA VOR, BORSC, BILID, KINDU VOR and LUB VOR become reporting ATS/MET.

(II-A013/80)

ZAMBIA

LUSAKA F.I.R. NON SCHEDULED FLIGHTS: The Zambian Airspace is now open to all non-scheduled flights except Western Province. Those operators wishing to operate into or over fly Western Province of Zambia must apply to the Commander Zambia National Defense Forces giving ten (10) days Prior Notice and Approval must be received by the applicant before flight is under taken.

The application must include the following:

(a) pilots name
(b) operators name and address
(c) type of aircraft and registration
(d) route or area of operation
(e) purpose of flight dates, timings etc.

All applications are directed to the Commander Z.N.D. Forces. (II-5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

CYPRUS

LARNACA INTL: Fuel grade 100L is no longer available at Larnaca International Airport. (DOS 7/80)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

LIBERIA

Effective June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry and Transportation request all foreign civilian and military registered aircraft (not normal scheduled commercial flights) wishing to overfly or land at Liberian aerodromes compliance with the following provisions: Permission to overfly or land is subject to prior request. Request should be made by mail and should reach civil aviation authorities three weeks prior to operation (or two weeks if request made by telex). Request should include the fillowing:

1. Name, nationality and address of applicant.

2. Aircraft registration marks or service number and nationality of owners.

3. Type of aircraft.

4. Purpose of flight and nature of cargo.

5. Aerodrome or origin. Date and time of departure. Last aerodrome departed before entering Liberian airspace.

6. Date, time and point of entering Liberian airspace.

7. Date, time and aerodrome of landing in Liberia.

8. Point and time of exit.

9. Date, time and first aerodrome of landing after departing Liberia.

10. Date and time of final destination.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded.

2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission.

3. Approved requests will be void after 24 hours of the date/time of entry.

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

- Cancun
- Chetamal
- Cozumel
- Cuidad Acuna
- Cuidad Juarez
- Hermosillo
- Matamoros
- Merida
- Mexicali
- Nogales
- Nueva Laredo
- Piedras Negras
- Reynosa
- Tapachula
- Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79).

TURKS AND CAICOS ISLANDS:

Charter, commercial and freight aircraft require 24 hour prior permission to land. Address to: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.) Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request: e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE—REDUCED LOGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE—IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE—Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE—NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NCTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.
*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12—132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:
R 63, Two-Way Eastbound: FL300, 340, 380
Westbound: FL 320, 360, 400
R 64, One-Way Westbound: FL 290, 310, 330, 370, 390, 410
R 65, One-Way Eastbound: FL 300, 320, 340, 360, 380, 400
R 76, One-Way Westbound: FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way Eastbound: FL 300, 320, 340, 360, 380, 400
R 78, Two-Way Eastbound: FL 310, 350, 390
Westbound: FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.
The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3432 0800-1700 Monday-Friday; other times call 202-426-3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 FHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 FHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Iuanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
    --aircraft identification
    --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
    --aircraft identification
    --position
    --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:

a) U.K. SOUTH-EAST;
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
- a) Yugoslavia (except Belgrade), Greece
- b) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
- a) U.K. South-east, Belgium, London/Gatwick
- b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)

Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) France, Switzerland
- c) U.K. North, Netherlands

Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) U.K. North, Netherlands
- c) France, Switzerland

Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
- a) Northern Germany (Federal Republic of Germany)
- b) Stuttgart (via Austria)

Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

EXTENSION OF MANDATORY OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 Oct 1980 all aircraft within the FIR WIEN operating on night VFR flights outside the traffic circuit of aerodromes shall carry on board a SSR transponder meeting the Standards of ICAO Annex 10, Vol I, Part I, item 2.5.
2. The transponder shall have the capability to respond at least to Mode A interrogations and to reply with 4096 codes.
3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.
4. If pilots select on Mode A either Code 7700, 7600, or 7500, this will be indicated on the controllers display automatically.
5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part I, item 13.4. (II-A057/80)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
   A. To Jeddah via B55W Golbi -Silno -Malaga -Raghba -G53 -Jeddah or A1 -Silno -G53W -Riyadh - G53 -Jeddah.
   B. From Jeddah B57 -Darb -Afif -Riyadh -G53E -Dhahran or Jeddah -B57 -Quasumah.
   C. Inbound FL 310 or above.
   D. Outbound via Gassim -B57 -Qaisumah FL 290 and below or via Riyadh -G53E -Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Baghdad area.

A. To Jeddah via A60.

B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina -A60.

C. Inbound FL 310 to Jeddah.

D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.

A. To Jeddah. W22 -Medina -A60 -Jeddah.

B. From Jeddah. Via Majed thence MAD 158R to Medina W22.

C. Flight levels to be determined.

4. Traffic from/to Cairo Area.

A. To Jeddah. Via Luxor -R39 -Jeddah.

B. From Jeddah. A26 -Alwajh -W4 -Luxor.

C. Inbound flight level unrestricted.

D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.

A. To Jeddah. Khartoum -G498 -Jeddah.

B. From Jeddah. G49 -Khartoum.

C. Flight levels to be determined.

6. Traffic from/to Kuwait.

A. To Jeddah or Riyadh. Golbi -Magala -Raghba -G53 -Jeddah.

B. From Jeddah. B57 -Quaisumah.

C. Inbound to Jeddah / Riyadh FL 310 and above.

D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.

E. Inbound overflying Jeddah B54 -HIL -A60 FL 310 and above.
(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include CIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BAHRAIN FIR: The Smallpox vaccination is no longer required for arrival in Bahrain, Oman and Qater Airports. (II-110/80)

BAHRAIN FIR: Visual Reporting Point UMM SAID has been redesignated SOUTH POINT. (II-118/80)

BAHRAIN: Low Lead AVGAS 100LL now available at BAHRAIN INTL airport. Inquiries concerning specification should be made to B.P. P. O. Box 299 Bahrain. (II-123/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.
(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the

triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A036/79)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

ATS ROUTE B 23 - SEA ISIE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the ATS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

BULGARIA

- THE AIRCRAFT PILOTS-IN-COMMAND are reminded that not later than 10 minutes prior to entering the airspace of the People's Republic of Bulgaria are obliged to set a radio communication lincage respectively with "Sofia Control" and/or "Varna Control", in accordance with para. 1.2.2 and 1.2.3 of section RAC 1 of AIP Bulgaria. (II-10/80)

CANADA

- USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2. (II-8/79)

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

SANTIAGO FIR: With effect from JUN/12th/1980, in AWY A5 from 30 NM to the North of TBN (NDB) non directional radio beacon, will be increased the controlled airspace to the East of the AWY A5 in 5 additional NM. The additional controlled airspace before mentioned it is protected to the South to join with the controlled airspace of UMKAL 1 procedure (STAR 1). (II-A46/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate—For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)—Bose (Posen)—Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE—IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport—Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)—Guangzhou NDB 'FC'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight

plan cruising level and thereafter intercept the planned course;

(8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of *Kunming shall cross* TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;

(9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;

(10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.

3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.

4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

NOTIFICATION OF ESTABLISHMENT OF AIR CORRIDOR IN KUNMING AND REROUTING OF GAOYAO-KUNMING AND NANNING-LAOLIANGCANG ROUTE SEGMENTS:

1. Kunming Air Corridor

(1) Kunming Aerodrome (VOR) - Luxi (NDB), Width 10Km.

(2) Inbound aircraft from or outbound aircraft towards the direction of Hongkong, Guangzhou and Nanning and aircraft overflying Kunming from or towards the direction referred to above are to follow this corridor.

(3) Flight altitude within the air corridor: Outbound 6,000m (QNE); Inbound 5,700m (QNE). Aircraft overflying Kunming must proceed along the air corridor, maintaining assigned enroute altitude.

(4) Navigational aid: Luxi NDB coordinates N24°31'E103°45', ident ZN, frequency 387Khz, hour of operation HO.

(5) Heading (M) and distance: Kunming (VOR)-Luxi (NDB) 118°/298° 115km.

(6) ATC requirements

a. Before entry into the air corridor aircraft must establish contact with Kunming Tower, taking the initiative in reporting flight conditions and follow its instructions.

b. Aircraft overflying Kunming must proceed along the air corridor maintaining assigned enroute altitude, establish contact in time with Kunming Tower and follow its instructions.

c. Aircraft within the air corridor may make ascent or descent when so cleared by the tower.

2. Re-routing of Route Segments

(1) The Gaoyao-Bose-Kunming segment of Guangzhou-Kunming route will be rerouted as Gaoyao-Laibin-Bose-Luxi-Kunming (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Gaoyao NDB-Laibin NDB 284°/104° 339km-Bose NDB 275°/95° 265km-Luxi NDB 284°/104° 304km-Kunming VOR 298°/118° 115 km.

b. Cruising level: Gaoyao-Kunming FL110m, Kunming-Gaoyao FL100m.

c. Minimum safe altitude: Gaoyao-Laibin 193m, Laibin-Bose 1626m, Bose-Luxi 3101m, Luxi-Kunming 3509m.

d. Navigational aid: Laibin NDB coordinates N23°44'E109°14', ident KC, frequency 393Khz, hour of operation HO.

(2) The Nanning-Laoliangcang segment of Nanning-Wuhan route will be re-routed as Nanning-Laibin-abeam Guilin-Laoliangcang (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Nanning NDB-Laibin NDB 42°/222° 166km-abeam Guilin NDB 33°/213° 197km-Laoliangcang NDB 33°/213° 370km.

b. Minimum safe altitude: Nanning-Laibin 1960m, Laibin-Laoliangcang 2741m.

The above notification will become applicable from 1601Z on April 29, 1980. (II-03/80)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

COSTA RICA

- TOBIAS BOLANOS INTL ARPT--WEF 28 December 1978, RADIO FARO NDB--ident: PAV; frequency: 400 KHz, located 09°58'N, 84°08'W will become operational with 50 watts power. (II-A015/78)

DOMINICAN REPUBLIC

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:

COORDINATES -16°00'00"N 70°44'31"W
DESIGNATOR -VESKA
COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-62/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-68/80)

DOMINICAN REPUBLIC: With immediate effect until further notice, all SSB Transponder equipped aircraft flying within MDSD FIR before entering MJSJ FIR will operate code 2100 when flying FL 240 or above and code 1100 when flying FL 230 or below, if possible. (II-36/80)

DOMINICAN REPUBLIC: All aircraft on route from MDSD and destined to Europe must fly B20 to reporting point ANTEX before entering MJSJ FIR and then continue the planified route. (II-37/80)

SPECIAL NOTICE: The only requirement for private aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata, is sending the corresponding flight plan.

The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata must solicit a permission with at least 72 working hours in advance, via cable, to DIRACIV, Santo Domingo, Dominican Republic. (II-58/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority.
(II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

FINLAND

KRUUNUPYY AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

> Fuel grade JET A-1 is now available at Kruunupyy aerodrome. (II-50/80)

PORI AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

> The distribution of fuel grade JET A-1 has been discontinued. (II-51/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

CHANGE OF OPERATIONAL PROCEDURES IN RHEIN UIR: With effect from 10 JUL 1980 the following changes of operational procedures will be implemented.

Maintenance of a smooth flow of air traffic via reporting point Tango (TGO) demands that aircraft entering the upper airspace of the Federal Republic of Germany from Zurich UIR and proceeding to the airports Bremen, Dusseldorf, Koln-Bonn and Munster-Osnabruck, be cleared exclusively via standard route TRA-UA9-FFM.

The modified standard routes are published in AIP I RAC-2-6. (II-86/80)

TRAFFIC FLOWS TO OR THROUGH GREECE VIA BUGAC-KELEBIA-HUMAR:
1. Introduction
1.1 New procedures for management of the Air Traffic Flow to or through Greece via BugacKelebia-Humar have been agreed between the states Austria, Czechoslovakia, Denmark, the German Democratic Republic, Finland, Hungary, Norway, Poland, and Sweden.
1.2 The procedures will be applied on 01 July 1980, 0001 GMT.
2. Procedures
2.1 Where Repetitive Flight Plans do not exist, aircraft operating agencies/pilots planning operations to or through Athinai FIR via Bugac-KelebiaHumar should file their

respective individual Flight Plans at least 3 hours prior to estimated time of departure.

2.1.1 Such Flight Plans shall also be addressed to LOWWYU.

2.1.2 Revisions to and cancellations of Repetitive Flight Plans and individual Flight Plans shall also be addressed to LOWWYU.

2.2 To avoid en-route holdings or intermediate landings aircraft operating agencies/pilots should, whenever Athinai ACC applies acceptance rates for the point Humar, request not earlier then 2 hours prior to the estimated time of departure an En-route Time Slot for the point Bugac indicating in the request the earliest possible time of arrival over the point Bugac.

2.2.1 Such requests shall be addressed to ETBSZG.

2.3 Slot Times for Bugac will be allocated by the Air Traffic Flow Management Unit Vienna and will be expressed as a four-digit time group and will allow for a tolerance of plus/minus 10 minutes for the flight concerned to arrive over Bugac.

2.3.1 Pilots should arrange their flight so as to arrive over Bugac as close as possible to the allocated Slot Time. Pilots of flights who are unable to meet an allocated Slot Time should immediately advise the appropriate air traffic services unit and request a revised Slot Time.

2.4 The following types of flights will be exempted from traffic flow restrictions:

a) Flights known or believed to be in a state of emergency (including flights subjected to unlawful interference)
b) Flights operating for humanitarian reasons
c) Flights on search and rescue missions
d) Flights with a "Head of States" status
e) Cargo flights carrying live-stock.

(II-37/80)

AIRWAY A4 RADAR VECTORING- With effect from the 07 August 1980, the airspace between the reporting points Starling and Segal within which aircraft bound for Copenhagen may be radar vectored by Copenhagen ACC will be changed as follows:

545500N 125100E - 545500N 130000E -
544400N 130130E - 543820N 125130E -
544400N 123100E - 545500N 125100E.

(II-43/80)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The

introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR.
(II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIME-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

LGD 64 - KASSANDRA, REVISION OF LATERAL LIMITS: On the AIRAC date of 7 August 1980 the lateral limits of LGD 64 Kassandra will be revised as follows:

401600N 232200E - 400800N 232500E -
401000N 233000E - 401600N 232800E.
(II-17/80)

ALEXANDROUPOLIS: Refueling T.F. JET A1 and P.F. 100LL not available. (I-622/80)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers).
(II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

      i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

      ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

   i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

   ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

   iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

   i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

GUYANA

- ●TIMEHRI INTL ARPT--Timehri Outer Locator Beacon, Oscar Lima, 338 KHz unserviceable UFN. (II-A31/78)

- ●GEORGETOWN RADIO--Georgetown radio transmitters 2910 KHz, 2952 KHz and 11367 KHz are still unserviceable. However, the others are back to normal. (II-A30/78)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 40' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

CAUTION: Night flying in Haiti can be hazardous due to exceptionally precipitous mountainous terrain, lack of visual cues and relatively low landing areas. Severe updrafts and downdrafts, abrupt changes in wind direction and velocity and severe turbulence may be encountered.

VFR night flying should be conducted at or above charted minimum en route altitudes since ground reference is minimal and mountains may blend with cloud formations.

Safety of flight in mountainous areas demands proper planning and a knowledge of the hazards associated with flying in these areas. (FAA)

HONDURAS

- SPECIAL NOTICE: Central America FIR/Costa Rica--Airway route B-7 reporting point COLORADO has changed to RADON effective 2 November 1978. (II-A011/78)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light	
	2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency

121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance. (II-A10/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG:
1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's. The existing route - 2230N 11450E -2210N 11450E -Hong Kong withdrawn from service.

2. Route description. i) Southbound route -Guangzhou -Shilong ("LQ" NDB) -2232N 11406E (RUMET) -"HKG" NDB -Hong Kong. Transfer-of-control is at RUMET. ii) Northbound route -Hong Kong -"CH" VOR -2221.5N 11352E (TEGAL) -2224.5N 11348E (Neilingding Dao) -Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.) (II-A04/80)

COMMUNICATION PROCEDURE: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMEO. (II-A18/79)

HUNGARIAN PEOPLE'S REPUBLIC

● BUDAPEST/FERIHEGY-REVISED MISSED APPROACH PROCEDURES: With effect from 9 August 1979 at Budapest/Ferihegy Airport the ILS and NDB missed approach procedures of Rwy 31 revised as follows: ILS missed approach: Turn right after "A" onto 042° and climb to 2500'/ 750m/QNH, intercept and follow 302°R of TPS VOR, hold over TPS or as directed by APP.
NDB missed approach: Turn right after "A" onto 042° and climb to 2500'/750m/QNH, proceed to TPS/QDM 122°/, hold over TPS or as directed by APP. (A006/79)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

● AVAILABILITY OF AVGAS:
AVGAS 115/145 octane is not available from 27-3-1979 UFN.
AVGAS 100/130 octane is not available from 9-11-1979 UFN. (II-6/80)

EXTENSION OF ATS ROUTE RED-25: With effect from 120001 June 1980 existing Red-25 in Calcutta FIR from Kathmandu - Calcutta is extended to POTIT (1737N 9200E). The lateral and vertical limits of the extended portion will be as follows:

Lateral Limits - 20 NM between CEA VOR - KILAL (2106N 8936E) 40 NM between KILAL - POTIT

Vertical Limits - Lower Limit FL - 75
Upper Limit FL - 460

Route will be bi-directional and Flight Information Service will be provided in the airspace outside controlled airspace. (II-9/80)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz. (II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

● SPECIAL NOTICE--AVAILABILITY OF GASOLINE: Distribution of AVGAS 115/145 octane has been discontinued on all Israel airports. AVGAS 100/130 octane is available instead. (II-4/79)

● SPECIAL NOTICE--CORRECTIONS TO AIP ISRAEL:

(a) On page COM 2-1 delete against NDB ELAT 345 KHz and VOR ELT 115.4 MHz the word "unmonitored" in the remarks column.
(b) On page COM 2-2 against VOR BGN 113.5 MHz insert in remarks column "Voice Identification--Ben-Gurion Information--plus ATIS."
(c) On page RAC 4-1 Para 3 NIGHT RESTRICTIONS, change times to read 2100 to 0400 Hrs GMT.
(d) On page RAC 3-10 CTR Ben-Gurion, change coordinates 32°05'N 34°56'E to read 32°04'N 34°55'E. Add position 31°56'N 34°43'E in line before last, between 31°55'N 34°52'E and 31°56'N 34°30'E. Against Herzlia, under column 3 first word ETA, change to read CTR.
(e) Change all CTRs promulgated on pages RAC 3-2 to RAC 3-4 to conform with those published on page RAC 3-10.

Note: CTRs Herzlia, Rosh Pina and Sde dov promulgated on page RAC 3-10 and not specified on pages RAC 3-2 to 3-4 are for use by internal traffic only and have no significance for international operations. (II-5/79)

EGYPTIAN/ISRAELI PEACE TREATY: Due to the Egyptian/Israeli Peace Treaty parts of the Sinai Peninsula are handed over the Egyptian authorities at specified dated. Accordingly the Northern Coast of Sinai from Port Said to El-Arish and parts of the Southern Sinai have been handed over to Egyptian control. Other parts of the Peninsula including Santa Catharina will be handed over to Egypt shortly. Aircraft wishing to fly into the Sinai area, are required therefore to request and receive permission for every flight to the Sinai, with the exception of authorized flights on scheduled bases. Updated maps and charts will be issued after completion of the present withdrawal stages. (II-14/79)

PRIVATE AND NONCOMMERCIAL OPERATIONS: Private and noncommercial flights requesting flight authorization must adhere to at least the required 24 hours advance notice (see AIP Israel part FAL). Should a pilot or operator be unable to adhere to the time requirement for any reason he or his representative is to contact the Coordination Centre at BEN-GURION airport by Phone(03) 971108 and give the required information, including name and address of person or company expecting him. Above exception available only for Ambulance, Security flights and such others expected in Israel by person or a company. (II-18/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area

includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.

2. On trial basis it is in force the following:

a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;

b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:

a. until crossing FL100 departing from aerodromes located within Milano TMA;

b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.
(II-3/80)

IDENTIFICATION OF SIGNIFICANT POINTS IN ROMA, MILANO, BRINDISI FIR/UIR:

1. The following significant points within ROME FIR will be changed as shown:

Present Designator	Coordinates	New Desig.	Remarks
A14/C	4109N 1452E	AMSOR	A14
PANDA	4216N 1340E	ANEDA	G23
QUEBEC	4148N 0958E	BEKOS	G23N
BENNY	4103N 1440E	BENTO	NAPOLI CTR
A13/A	4012N 1301E	BEROL	A13
CENTO	4112N 1010E	CENTU	G2323
DELTA	4130N 1210E	ELVIN	AA1-ROMA TMA
EASY	4122N 1146E	ESINO	G14-ROMA TMA
DEALER	4011N 1406E	DELER	A1
U/R46/C	4222N 1013E	GILET	R46
LEONE	4308N 1245E	LEONN	A15
PAPA	4148N 1108E	MAMAR	ROMA TMA
ALPHA	4202N 1124E	MEDAL	A1-ROMA TMA
NORA	4316N 0959E	NORNI	A1E
PUMA	4202N 1255E	PEMAR	G23-ROMA TMA
QUEEN	4011N 1033E	QUEEN	G14
BRAVO	4148N 1143E	RAVAL	A1-ROMA TMA
ECHO	4113N 1232E	RIFFI	A1-ROMA TMA
U/R46/B	4211N 1052E	ROTIR	R46-ROMA TMA
FOX	4048N 1112E	ROXAN	G14
EAGLE	4018N 1320E	TAGEL	DW17
HOTEL	4102N 0934E	TALIN	G23
INDIA	4126N 1056E	TINTO	G23-ROMA TMA
CHARLIE	4136N 1201E	TORLI	A1-ROMA TMA
TURO	4052N 1152E	TURMO	DW4-ROMA TMA
KILO	4134N 1124E	VALMA	G23-ROMA TMA

2. Significant points already modified:

Present desig.	Coordinates	New desig.
U/G8/A	3827N 1900E	BAMBI
CRAY	4134N 1803E	CRAYE
DRAKE	3630N 1418E	DIRKA
TI	3744N 1056E	INDOR
CUTTLE	4233N 1559E	KATTI
CRAB	4401N 1355E	KERAB
LATON	3915N 1900E	LATAN
U/A1/F	3724N 1900E	LORNO
MARCO	4552N 0938E	MARCO
FIR BDRY R/UR22	4516N 1300E	ROTAR
SILLIAN	4645N 1225E	SOLNI
TIGER	4004N 1900E	TIGRA
FISH	4334N 1426E	TORPO
TUNA	4301N 1516E	TUNAL
TP	4052N 1152E	TUPAL
TN	3802N 1017E	NOLSI
U/A9/C	3815N 0947E	OSMAR
TE	3651N 1130E	ROLBA

3. Other significant points will be modified by further NOTAM. (II-30/80)

JAMAICA

- SPECIAL NOTICE--Kingston radio remains decommissioned, however, air/ground frequency 124.0 will be used for flight following in the Jamaica control zone in place of 126.9. (II-10/78)

NORMAN MANLEY AIRPORT--All aircraft operating at, or in the vicinity unless otherwise directed by the Norman Manley aerodrome control unit, shall maneuver to the south of the extended centerline of runway 11-29, that is, conform to a right hand traffic pattern when runway 11 is in

use and a left hand traffic pattern when runway 29 is in use. (II-11/78)

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS—JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

● KINGSTON CONTROL AREA (Effective January 24, 1980):

Lower limit -4500 feet AMSL

Controlling Authority -Kingston Area Control Center

Transition level -FL 50

Transition altitude -4500 feet AMSL

Special Rules:

a) Flights above FL 125 shall be conducted in accordance with the Instrument Flight Rules. (Controlled Airspace -Instrument Restricted).
b) Flights at or below FL 125 shall be conducted in accordance with the Instrument Flight Rules or operated as Controlled VFR flights. (Controlled Airspace -Instrument/Visual).

Radio Communications: Aircraft, unless otherwise instructed by ATC, shall establish and maintain radio contact with "KINGSTON CENTER" as follows:

Period	Frequency	Location
1200Z-0200Z	124.0 MHz	west of 80°W
1200Z-0200Z	128.1 MHz	east of 80°W
0200Z-1200Z	128.1 MHz	Kingston CTA, all aircraft.

During the period 1200Z-2330Z however, aircraft operating west of 80°W which are unable to establish and maintain radio contact with "KINGSTON CENTER" on 124.0 MHz, shall relay position reports through Owen Roberts Approach Control on the appropriate frequency. (II-20/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.

Within Tokyo FIR: 1200Z-1700Z
Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

CHANGE OF MEA ON AIRWAY R-11: WEF 1501 GMT 9 July 1980, a part of MEA on airway R-11 will be changed as follows:

GTC 328° $\frac{\text{40NM}}{\text{5000}}$

GTC 40 DME Fix $\frac{\text{60NM}}{\text{9000}}$ 148° CFH

(II-128/80)

ESTABLISHMENT OF DIRECT ROUTES: WEF 0000 GMT 7 AUG 1980, direct routes will be established as follows:

HPE 017°	15NM 6000	HPE 15 DME	62NM 10000	197° MW
HPE 063°	10NM 5000	HPE 10 DME	36NM 9000	243° MQE
HPE 187°	20NM 5000	HPE 20 DME	44NM 6000	007° MX
HPE 218°	15NM 5000	HPE 15 DME	42NM 9000	
		YTE 15 DME	7000	15NM 038° YTE
HPE 234°	12NM 5000	HPE 12 DME	43NM 9000	
MMV	55NM 9000	GTC 20 DME		
	20NM 4000	054° GTC		
HPE 296°	15NM 5000	HPE 15 DME	17NM 7000	TWV
	21NM 6000	116° ATE		

Remarks: HPE--MQE and HP--ATE of present direct routes will be abolished concurrently. (II-159/80)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VEF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY

R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

SPECIAL NOTICE: Reporting points CSCAR with coordinates 284200N 481800E and reporting point LIMA 285400N 481300E is to be cancelled. (II-22/80)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

ROBERTS INTL AIRPORT/LIBERIA: AVGAS 100/130 completely withdrawn until further notice. (II-4/80)

PROVISIONS FOR NON-SCHEDULED FLIGHTS:

Effective as of June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry & Transportation request that all Foreign Civilian and Military Registered aircraft wishing to overfly or land at Liberia's Aerodromes should comply with the following provisions. These provisions however, do not apply to normal scheduled commercial flights. Permission to overfly Liberia's Airspace or land at its Aerodromes is subject to prior request and approval. Request by mail should reach the Civil Aviation Authorities three (3) weeks before operation or if the request is made by telex two (2) weeks is required.

The request should include the following details:

1. Name, Nationality and address of applicant;
2. Aircraft registration marks or service number and Nationality of owners;
3. Type of aircraft;
4. Purpose of flight and nature of load;
5. Aerodrome of origin, date and time of departure;
6. Last aerodrome of departure before entering Liberia airspace, point and time of entering Liberia airspace - date time;
7. Aerodrome of landing in Liberia - date and time;
8. Point and time of exit;
9. First aerodrome of landing after leaving Liberia - date and time;
10. Final destination - date and time.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded;
2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission;
3. Aircraft not in possession of permission are liable to be dealt with severely;
4. Aircraft in possession of permission are required to stick as far as practicable to the approved timing;
5. Approved requests will be void after 24 hours of the date/time of entry.

The Civil Aviation Administration therefore, request that all concerned MUST strictly adhere to the above regulations. (AIC 04/80)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

- SECURITY CONTROL OF AIR TRAFFIC—For security control of air traffic an Air Defense Identification Zone (ADIZ) is established over land areas lying south of lat. 26°N between long. 21°E and 25°E from zero to height unlimited of the Socialist People's Libyan Arab Jamahiriya, for the ready identification, location and control of air traffic in the interest of national security. With effect from 1 September 1978, all aircraft intending to operate in this ADIZ shall establish contact with Kufra Tower on 118.3 and/or 121.9 MHz and report position, level and estimates at least 5 minutes before the estimated time of entry of this zone. (II-5/78)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N
   13°23'E—32°50'N 16°00'E—
   31°31'20"N 16°00'E--31°55'N
   14°07'E—32°43'N 13°36'E—32°45'N
   13°32'E--32°50'N 13°11'E 32°55'N
   13°10'E--32°55'N 13°10'E--33°02'N
   13°10'E—33°19'N 13°23'E.
2. Vertical limits of the airspace:
   UNL

   $\overline{\text{GND}}$
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRO", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

REMOVAL OF RESTRICTIONS ON AIRCRAFT REGISTERED IN ZIMBABWE:

1. With immediate effect, the restriction previously existing under which aircraft registered in or owned by Zimbabwe (formerly Rhodesia) or any other aircraft destined for or departing from Zimbabwe were not permitted to fly over Libyan territory or land within the S.P.L.A. is removed. (II-A036/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN—WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements

within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

FORECAST TAKE-OFF TEMPERATURE ON HOT DAYS: With effect 1st June 1980, Air Traffic Control will provide, on request, a forecast runway temperature valid for thirty minutes. This service will be available between 0600 and 1800 hours during the period 1st June - 30th September and will supplement the forecast service provided by the Meteorological Office. (II-4/80)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the

available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 RCMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEC Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.
(II-A10/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.

2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.

3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.

4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

● PRINSES JULIANA AIRPORT, ST. MAARTEN: The following instrument approach procedure has been implemented for runway 09 at the Juliana Airport based on the locator beacon PJD 328 Khz located 61 M east of threshold 09 and 130 M south of the runway centerline. Initial approach level 2500 ft; nonstandard holding pattern; inbound track 271 degrees; minimum holding level 3500 ft.
When cleared for approach have PJD at 2500 ft. descending to 1500 ft. Execute left procedure turn at 1500 ft. thereafter continue descent on track 091 degrees to OCL 620 ft. Missed approach procedure: If not visual at 620 ft. immediately turn right climbing on heading 180 degrees to 1500 ft. within 10 NM return to reach PJD at 2500 ft.
(II-36/79)

NEW ZEALAND

NANDI – NAURU – TONIK: ATS ROUTE B77: The ATS Route B77 Nandi-Nauru-Tonik becomes effective 7 August 1980. The 5 letter name-code designators and reporting point coordinates within the Nandi FIR are listed below:

GUSMA	16°14'04"S	176°28'29"E
ATRAS	9°48'49"S	172°27'39"E
BULRO	5°42'47"S	170°00'00"E

Tracks and distances between reporting points are as follows:

NANDI VOR	- GUSMA	316°M	100NM
GUSMA	- ATRAS	317°M	450NM
ATRAS	- BULRO	318°M	285NM
BULRO	- NAURU	319°M	360NM

The Nandi-Nauru section of ATS Route B77 will be included in next edition of NZ-RNC3. (II-28/80)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:
   a. Position, flight level and time at which the deviation from the route is expected to be made.
   b. Direction and distance upto which the aircraft is likely to deviate from the route.
   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-3/80)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-12/80)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-3/80)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

● SPECIAL NOTICE: NEW AERODROME TRAFFIC ZONE (ATZ) HOWARD/ALBROOK--Effective September 1, 1978, has been created new Aerodrome Traffic Zone (ATZ) Howard/Albrook whose lateral limit are two circles with 4.3 NM radius from reference point of both aerodromes to the Canal Zone boundary extending from the surface to 2999 ft. To operate to, from or on ATZ Howard/Albrook all aircraft must have communication with Panama APP or towers of Howard and Albrook. (II-51/78)

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft, Mode A/3 Code 1200. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PAPUA NEW GUINEA

● CHANGES TO THE VFR CONTROL ZONE BOUNDARIES AT GOROKA AND MOUNT HAGEN AND THE FIR BOUNDARIES OF MADANG AND NADZAB--WIE on 30 November 1978 changes to the boundaries of the Goroka and Mount Hagen VFR Control Zones and the Flight Information Area boundaries of Madang and Nadzab and Goroka will be effective. The revised boundary changes are intended to facilitate the provision of in-flight information and reduce aircraft frequency change requirements between Nadzab and Goroka. The attention of pilots is invited to the changes to procedures in VFR Control Zones introduced concurrently with this NOTAM by amendment to AIP/RAC-1-30. VFR Control Zone Dimensions Goroka and Mount Hagen--The dimensions of the VFR Control Zone at Goroka are as follows: Lateral Limits--straight lines joining 05°53'S 145°16'E to 05°58'30"S 145°29'E to 06°04'30"S 145°39'E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S 145°23'55"E) to 06°21'S 145°22'30"E thence a straight line to 05°57'30"S 145°11'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport to 05°53'S 145°16'E. Vertical Limits--0-17,000 ft. AMSL. The dimensions of the VFR Control Zone at Mount Hagen are as follows: Lateral Limits--a straight line joining 05°43'S 144°31'30"E to 05°53'S 144°27'30"E thence the minor arc of a circle 10 NM radius centered on Mount Hagen Airport (05°50'S 144°18'E) to 05°58'30"S 144°12'30"E thence a straight line to 05°53'S 144°03'30"E thence the minor arc of a circle 15 NM radius centered on Mount Hagen Airport to 05°43'S 144°31'30"E. Vertical Limits--0-17,000 ft. AMSL. FIR Boundary Changes--The FIR boundary between Madang and Nadzab is revised as follows: a straight line joining 07°00'S 145°24'E to 06°21'S 145°22'30"E thence the minor arc of a circle 15 NM radius centered on Goroka Airport (06°05'55"S to 145°23'55"E) to 06°04'30"S 145°39'E, Gusap (06°04'S 145°56'E) to 06°00'S 147°00'E. (II-13/78)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

REQUIREMENT FOR GENERAL AVIATION PILOTS FILING IFR FLIGHT PLANS: For strict compliance by all concerned, effective immediately, all general aviation pilots filing IFR flight plans shall certify on the available space on the face of the flight plan that both pilot and aircraft are IFR rated. (II-AIC 4/80)

DECOMMISSIONING OF LORAN-A STATIONS: As of 1 July 1980, the following LORAN-A stations operated by the Philippine Coast Guard has been decommissioned:

1. LORAN Station Batan--------2H3/2H$
2. LORAN Station Catanduanes--2H4
3. LORAN Station Naulo Point--IL6
4. LORAN Station Talampulan---IL6/IL7
5. LORAN Station Tarumpitao---IL7

(II-27/80)

PORTUGAL

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE: For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

● EN-ROUTE HF NAT FAMILY "C" FREQUENCIES
The en-route NAT HF Family "C" frequencies (2945, 5638, and 8854 kHz) will be discontinued on an experimental basis due to its little utilization (A.I.P.-PORTUGAL, COM 2-9 refers). (II-69/80)

SANTA MARIA OCEANIC FIR-PLAN DATA
1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle

track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.
1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;
2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;
3. Requests for clearances should include the following information:
a. Call sign;
b. Present and requested flight level;
c. Coordinates of OCA entry point and an accurate estimate for this point, and;
d. Any change to filed Flight Plan.
4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. **ROUTE DESIGNATION**
1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67); 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. **FLIGHT LEVEL UTILIZATION**
2.1 Appropriate to direction of flight.

3. **FLIGHT PLANNING**
3.1 Flights to/from/over the Caribbean area estimated to cross 30W:
3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;
3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.
3.2 Random flight planning during other hours is acceptable.
3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.
3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. AIR TRAFFIC PROCEDURES
4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;
4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.
4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.
4.4 ATC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.
4.5 Aircraft operating on the defined route system shall report over the latitude/-longitude points specified in 1.1 or 1.2 above.
(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:
1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.
2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.
3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

● JEDDAH FIR--MAGAIA VORTAC: Reference AIP Saudi Arabia, insert the following new information about new MAGAIA VORTAC which has been commissioned and operational: Identification "MGA", frequency 116.3 MHz/CH 110, operating day and night (H24), position 26°13'51"N 47°16'33"E. (II-11/79)

JEDDAH FIR--JEDDAH VOR: Until further notice, Jeddah VOR identification JED frequency 115.3 MHz is subject to erratic course deviations in excess of 05° in all quadrants due to extensive airport construction. (II-12/79)

● JEDDAH--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(a), aerodrome control tower frequency 118.1 MHz has been changed to 118.5 MHz. (II-13/79)

● MEDINA--TWR FREQUENCY: Reference AIP Saudi Arabia page COM 2-3(B), aerodrome control tower frequency 118.5 MHz has been changed to 118.3 MHz. (II-15/79)

● GASSIM--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-2(b), insert the following information: A new Gassim VORTAC identification GAS, frequency 112.5 MHz/CH 72, position 26°17'53.1"N 43°46'46.0"E has been commissioned and is in operation day and night. Old VOR identification, GAS, frequency 115.1 MHz has been decommissioned. (II-16/79)

● RAGHBA--NEW VORTAC: Reference AIP Saudi Arabia page COM 2-4(B), insert the following new information about new Raghba VORTAC: identification "RGB", frequency 115.5 MHz CH 102 position 23°55'39.9"N 44°36'23.6"E (Airway G53) has been commissioned and is in operation day and night. (II-17/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

● JEDDAH FIR--REALIGNMENT TO AIRWAY G53: Airway G53 is realigned between position ZALM and Riyadh as follows: ZLM outbound R059°/inbound R240°, distance 152 NM to Raghba (RGB--VORTAC). RGB outbound R066°/inbound R247°, distance 125 NM to Riyadh. Al-Hadha intersection is deleted. Amend AIP Saudi Arabia pages RAC 3-1 and 3-2-3 accordingly. (II-21/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Geographical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal E[illegible] and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:

(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.

The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

● JEDDAH--ATIS: Automatic Terminal Information Service operational on JED VOR frequency 115.3 MHz. Arrival traffic should notify approach control or tower that information has been received. (II-26/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

● WEJH--INSTRUMENT APPROACH PROCEDURES: The following Wejh Approach Procedures are active from 12 January 1979: VOR/DME OR TACAN for RWY 33 Original. VOR/DME RWY 15 Original. VOR RWY 15 Original. VOR RWY 33 Original. ILS/DME RWY 33 Original. New Wejh VORTAC identification WEJ, frequency 113.9 MHz/CH 86 position 261104.3N 362916.4E

and New Wejh ILS identification I-WEJ, frequency 110.7 MHz are commissioned and in operation day and night (old VOR identification WEJ, frequency 115.5 MHz is decommissioned). (II-31/79)

- NEJRAN—INSTRUMENT APPROACH PROCEDURES: The following instrument approach procedures at Nejran Airport will become effective on 1 February 1979: ILS/DME RWY 06 Original. VOR/DME-TACAN RWY 06 Original. VOR/DME-TACAN RWY 24 Original. VOR RWY 24. At the same time VORTAC identification NEJ, frequency 116.7 MHz/CH 114 position 17°36'29.0"N 44°25'03.6"E will be operational H24 while the Nejran VOR 115.5 MHz will be decommissioned. The VORTAC facility will be restricted as follows:
  020 CCW 360 below 6000 feet MSL beyond 40 N
  360 CCW 330 below 8000 feet MSL beyond 40 N
  330 CCW 310 below 9000 feet MSL beyond 40 N
  310 CCW 265 below 11000 feet MSL beyond 40 N
  (II-33/79)

- WEJH--NEW DANGER AREA OE/D68: With effect 1 Feb. 1979, new danger area designated as OE/D68 will be established and active H24 from ground level up to 10,000 ft. (sea level up to FL 100) coordinates 26°00'N 35°52'E26°09'30"N 36°18'20"E-ARC centered on Wejh VORTAC (26°10'45"N 36°29'20"E)-26°03'00"N 36°32'20"E-25°20'N 37°00'E-25°05'N 36°24'E-26°00"N 35°52'E. Insert the above information in AIP Saudi Arabia page RAC 5-3-3(B). (II-35/79)

JEDDAH FIR—TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA—POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOCZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

TENERIFE AD. - FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. - UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRB (RAC 3.2-27 REF) is established as shown below:

	TUDELA INT		
	4159N 0132W		
		056	78
		236	144
UIR MADRID	UIRB		
UIR FRANCIA	4248N 0009W		

PINA INT is cancelled on this airway. (II-277/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the

requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWEDEN

KARLSTAD AERODROME--LOCAL FLYING RESTRICTIONS: In order to minimize noise disturbances at KARLSTAD aerodrome the following restriction applies for the use of runway 18/36:

> Propeller aircraft with an AUW exceeding 5700 kilos and jet aircraft are only permitted to take-off from runway 36 and land on runway 18 when wind conditions at the traffic situation so require.

(II-1089/80)

FUEL AVAILABILITY: The following airports no longer have 100 octane fuel available: Jonkoping, Karlstad, Norrkoping/Kungsangen, Stockholm/Bromma, Sundsvall/Harnosand, and Umea. (AIP 277)

SWITZERLAND

GENEVA UIR/UG 5, LYON - ST-PREX: In accordance to the French publications, the hitherto UG 5 route segment Lyon - St-Prex receives the new identification UG 5B WIE. (II-37/80)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TAIWAN

- TAIPEI/TAOYUAN INTERNATIONAL AIRPORT: Effective February 26, 1979 0001 GMT Taipei/Taoyuan International Airport (RCTP) will begin operation. All civil international traffic currently using Taipei International Airport will use Taipei/Taoyuan International Airport after this date. Taipei Airport will be closed to international traffic. Taipei/Taoyuan International Airport is located at Lat. 25°05'07"N Long. 121°13'17"E, 16.7 NM west of Taipei. Taipei approach control frequencies remain the same. Taipei/Taoyuan tower frequencies are: Local Control 118.7, 126.18, 236.6; Ground Control 121.7, 175.8. (II-A001/79)

- SPECIAL NOTICE: RENAME TAIPEI/TAOYUAN INT'L AIRPORT TO READ TAIPEI/CHIANG KAI SHEK INT'L AIRPORT--WIE Taipei/Taoyuan Int'l Airport is renamed Taipei/Chiang Kai Shek Int'l Airport. Change all references and aeronautical publications accordingly. Location indicators, tower call sign, etc., remain unchanged. Reference Class Two NOTAM A001/1979. (II-A003/79)

- CHANGE OF TAIPEI/CHANG KAI SHEK INT'L AD LANDING/TAKE OFF WX MNM: WEF 0001 GMT May 26, 1979 Taipei/CKS INT'L AD take off minimums are RWY 05L/23R ceiling 100 feet RVR 350 M. Taipei/CKS CAT II ILS landing minimums are RWY 05L/23R 100 feet RVR 350 M. (II-A006/79)

TANZANIA

- EAST AFRICA FIR: All holders of the AIP -East Africa are reminded that since Tanzania is no longer a part of the East Africa Flight Information Region, all information and references in the AIP East Africa concerning facilities and procedures at stations in Tanzania should be disregarded. (Kenya II-56/79)

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100LL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWO paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from Zimbabwe are permitted to overfly, land in, or depart from Tanzania. in accordance the provisions governing foreign registered aircraft contained in AIP Tanzania FAL SECTION. (II-A42/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and OLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

REGULATIONS FOR SMALL AIRCRAFT AND HELICOPTERS FLYING NON-SCHEDULED FLIGHT

During declaration state of national emergency, subject to the provision Article 89 of the Chicago Convention, small aircraft and helicopters of the Contracting States of the Convention of International Civil Aviation intending to fly non-scheduled flight to/from Thailand must submit an application to the Department of Aviation not less than 15 days prior to flight commencement. Such application must contain the following particulars:

1. Number and Type of Aircraft
2. Identification/Nationality and Registration of the Aircraft
3. Flight Rule and Status
4. Route Schedule
5. Date/Times entry/exit BKK FIR boundaries
6. Date/Times of Arrival/departure (In case of landing in Thailand)
7. Airways to be used via BKK FIR
8. Alternate Aerodrome
9. Speed
10. Level
11. Endurance
12. Passenger on board
13. Crew
14. Purpose of landing
15. Purpose of flight
16. Owner & address

Other small aircraft and helicopters of Non-Contracting States of the Convention on internation Civil Aviation desiring to fly in transit non-stop across Thailand or to land in Thailand for non-traffic purposes must apply and obtain prior permission through diplomatic channel. The application according to the above mentioned regulation must contain all the above particulars 1 - 16.

This AIC will come into effect from 20th June 1980. (AIC-3/80)

TUNISIA

SUPPLY OF GASOLINE 100/130 (OCTANE) AT THE AIRPORTS OF TUNIS/CARTHAGE AND JERBA/ZARZIS: Beginning June 1, 1980, and until further notice, the supply of gasoline 100/130 (octane) (AVGAS 100LL) will be reserved exclusively for local customers. (II-21/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

DUBAI INTL: With effect from 15 July 1980 the fuel grades available at Dubai Intl airport are as follows: AVGAS - 100LL and JET A1 only. (II-106/80)

RAS AL KHAIMAH: The Smallpox vaccination is no longer required for arrival at Ras-Al-Khaimah Intl airport. (II-108/80)

SHARJAH: The Smallpox vaccination is no longer required for arrival at Sharjah Intl airport. (II-109/80)

UNITED KINGDOM

PEAK PERIOD ROUTES AND AIRWAYS AMBER THREE FOUR WEST/UPPER AMBER THREE FOUR WEST AND WHITE ONE TWO/UPPER WHITE ONE TWO: From 1st May, 1980 Peak Period Routes A34W/UA34W and W12/UW12 will be active from 1200 GMT on Fridays to 0700 GMT on Mondays and from 1200 GMT on the days preceding to 0700 GMT on the days following Public Holidays. The routes may not be available at certain times due to military activity and these times will be published by NOTAM Class One. The availability of A34W/UA34W/W12/UW12 between 1200 GMT and 1700 GMT on Fridays and the days preceding Public Holidays is also subject to agreement on that day between the ATC Authorities of France and the United Kingdom and non-availability will be notified by NOTAM Class One. (II-A255/80)

LONDON/HEATHROW AIRPORT--NIGHT MOVEMENT RESTRICTIONS: Until further notice no landings or take-offs by non-scheduled operators are permitted within the night quota times notified in NOTAM A184/1980. All non-scheduled operators and handling agents must note that when permission is granted for a flight to operate into and/or

out of Heathrow, such permission ceases to apply if the approved time is not adhered to. No extension will be granted to enable the flight to operate within the night quota period. (II-359/80)

ADVISORY AIRSPACE--ATS ROUTE DELTA WHITE THREE: NOTAM A333/1980 amended the reporting points on certain routes following the changes made in the en-route Holding Patterns published in NOTAM A332/1980. In particular, the mandatory reporting point Start Point (591540N 022200W) was eliminated from ATS route DW3. However, as there is a need for a reporting point in this position, it is proposed to restore Start Point as a mandatory reporting point on DW3, and to make the Holding Point KISTA (593027N 015652W) an "on request" reporting point. This will be effective from 10 July 1980. (II-A393/80)

STANDARD ROUTES TO AIRPORTS WITHIN THE LONDON TMA: Standard routes inbound to London/Heathrow, London/Gatwick, Luton and Stansted from the North are affected by the revised routes promulgated for the Daventry CTA in A308/1980, which were introduced on 12th June, 1980.
2. The standard routes for aircraft inbound to London/Heathrow, Luton or Stansted from the North on Airways A1E or A1/B3 are revised to route via Westcott NDB instead of Kingswood.
3. The standard route for aircraft inbound to London/Gatwick from the North via A1/B3 at FL 90 to FL 120 inclusive is Honiley--Woodley--Midhurst--Mayfield, but occasionally due to activity on EGD. 129 ATC may require aircraft to route additionally via Westcott NDB. (II-A451/80)

MINIMUM CRUISING LEVELS ON ADVISORY ROUTE DELTA BLUE THREE TWO (DB32): As a result of the introduction of a lowered base for Airway Amber One in the vicinity of Cowly (Notam A307/1980 refers), the minimum cruising level restriction (when applicable) on DB32 between Norry and Westcott is now lowered to FL 90. (II-A452/80)

FLIGHT PLAN ANNOTATION--COMPLIANCE WITH MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS): In accordance with Regional Supplementary Procedures, the following requirement came into effect on 2 Nov 1978.

2. For flights intending to operate within North Atlantic MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certified as complying with the MNPS. (II-A502/80)

EDINBURGH AIRPORT: Refuelling times for AVGAS 100LL are now as follows:

1 Oct to 30 Apr 0830 to 1700 (local) Monday through Friday, 0900 to 1200 (local) Saturday, Sunday and Public Holidays.

1 May to 30 Sep 0830 to 1900 (local) Monday through Friday, 0900 to 1700 (local) Saturday, Sunday and Public Holidays.

This fuel is available from Aero Services Tel: 031-334 7660 or 031-334 4695 other times by arrangement plus surcharge to 031-229 5912. (II-A503/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details.)
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAC Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAIRE

FIR - KINSHASA:

- Upper limit of CTR of Kinshasa: FL 55
- Coordinates of reporting point APULO: 0547S - 1637E.
- New indicators for the reporting points:

  Route ATS H4 KASAI 0534S-2053E becomes RURGO

  Route ATS A48 KASAI 0834S-2200E becomes SENAL

  Route ATS V3 KASAI 0400N-1900E becomes RIPEP

  Route ATS H10 MARINGA 0007N-2256E becomes RUMLA

  Route ATS J2 MAMBASSA 0118N-2903E becomes ODNAS
  0056S-2755E becomes OGDAM

- Reporting point BUNIA VOR, BORSO, BILID, KINDU VOR and LUB VOR become reporting ATS/MET.

(II-A013/80)

ZAMBIA

LUSAKA F.I.R. NON SCHEDULED FLIGHTS: The Zambian Airspace is now open to all non-scheduled flights except Western Province. Those operators wishing to operate into or over fly Western Province of Zambia must apply to the Commander Zambia National Defense Forces giving ten (10) days Prior Notice and Approval must be received by the applicant before flight is under taken.

The application must include the following:

(a) pilots name
(b) operators name and address
(c) type of aircraft and registration
(d) route or area of operation
(e) purpose of flight dates, timings etc.

All applications are directed to the Commander Z.N.D. Forces. (II-5/80)

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

CYPRUS

LARNACA INTL: Fuel grade 100L is no longer available at Larnaca International Airport. (DOS 7/80)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

LIBERIA

Effective June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry and Transportation request all foreign civilian and military registered aircraft (not normal scheduled commercial flights) wishing to overfly or land at Liberian aerodromes compliance with the following provisions: Permission to overfly or land is subject to prior request. Request should be made by mail and should reach civil aviation authorities three weeks prior to operation (or two weeks if request made by telex). Request should include the fillowing:

1. Name, nationality and address of applicant.

2. Aircraft registration marks or service number and nationality of owners.

3. Type of aircraft.

4. Purpose of flight and nature of cargo.

5. Aerodrome or origin. Date and time of departure. Last aerodrome departed before entering Liberian airspace.

6. Date, time and point of entering Liberian airspace.

7. Date, time and aerodrome of landing in Liberia.

8. Point and time of exit.

9. Date, time and first aerodrome of landing after departing Liberia.

10. Date and time of final destination.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded.

2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission.

3. Approved requests will be void after 24 hours of the date/time of entry.

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

- Cancun
- Chetamal
- Cozumel
- Cuidad Acuna
- Cuidad Juarez
- Hermosillo
- Matamoros
- Merida
- Mexicali
- Nogales
- Nueva Iaredo
- Piedras Negras
- Reynosa
- Tapachula
- Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79)

TURKS AND CAICOS ISLANDS:

Charter, commercial and freight aircraft require 24 hour prior permission to land. Address to: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.) Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: PCS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.

*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.
The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3432 0800-1700 Monday-Friday; other times call 202-426-3390). Subscriptions for this publication should NOT be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
    --aircraft identification
    --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
    --aircraft identification
    --position
    --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1990 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:

a) U.K. SOUTH-EAST;
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
- a) Yugoslavia (except Belgrade), Greece
- b) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
- a) U.K. South-east, Belgium, London/Gatwick
- b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)

Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) France, Switzerland
- c) U.K. North, Netherlands

Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) U.K. North, Netherlands
- c) France, Switzerland

Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
- a) Northern Germany (Federal Republic of Germany)
- b) Stuttgart (via Austria)

Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

EXTENSION OF MANDATORY OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 Oct 1980 all aircraft within the FIR WIEN operating on night VFR flights outside the traffic circuit of aerodromes shall carry on board a SSR transponder meeting the Standards of ICAO Annex 10, Vol I, Part I, item 2.5.
2. The transponder shall have the capability to respond at least to Mode A interrogations and to reply with 4096 codes.
3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.
4. If pilots select on Mode A either Code 7700, 7600, or 7500, this will be indicated on the controllers display automatically.
5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part I, item 13.4. (II-A057/80)

BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FI 400; Type of Activity: Sea-to-Air Gun/Missile .FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: Effective 0001 GMT 15 September 1979 until further notice following route and level restrictions will apply to all flights including HAJ flights transiting the Bahrain FIR the Jeddah FIR and enroute to Saudi Arabian airports.

1. Traffic from/to Iran and Far East.
   A. To Jeddah via B55W Golbi -Silno -Malaga -Raghba -G53 -Jeddah or A1 -Silno -G53W -Riyadh - G53 -Jeddah.
   B. From Jeddah B57 -Darb -Afif -Riyadh -G53E -Dhahran or Jeddah -B57 -Quasumah.
   C. Inbound FL 310 or above.
   D. Outbound via Gassim -B57 -Qaisumah FL 290 and below or via Riyadh -G53E -Dhahran no restriction. Request level change enroute from Bahrain if on B57.

2. Traffic from/to Bagndad area.

A. To Jeddah via A60.

B. From Jeddah via Majed. (Int JED 024R and MAD 158R) thence MAD 158R to Medina -A60.

C. Inbound FL 310 to Jeddah.

D. Westbound traffic on W4 FL 280 and FL 350 and above.

3. Traffic from/to Amman area.

A. To Jeddah. W22 -Medina -A60 -Jeddah.

B. From Jeddah. Via Majed thence MAD 158R to Medina W22.

C. Flight levels to be determined.

4. Traffic from/to Cairo Area.

A. To Jeddah. Via Luxor -R39 -Jeddah.

B. From Jeddah. A26 -Alwajh -W4 -Luxor.

C. Inbound flight level unrestricted.

D. Outbound FL 280 and FL 350 and above.

5. Traffic from/to Khartoum area.

A. To Jeddah. Khartoum -G498 -Jeddah.

B. From Jeddah. G49 -Khartoum.

C. Flight levels to be determined.

6. Traffic from/to Kuwait.

A. To Jeddah or Riyadh. Golbi -Magala -Raghba -G53 -Jeddah.

B. From Jeddah. B57 -Quaisumah.

C. Inbound to Jeddah / Riyadh FL 310 and above.

D. Outbound from Jeddah B57 FL 290 and below request level change enroute from Bahrain.

E. Inbound overflying Jeddah B54 -HIL -A60 FL 310 and above.

(II-148/79)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include CIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BAHRAIN FIR: The Smallpox vaccination is no longer required for arrival in Bahrain, Oman and Qater Airports. (II-110/80)

BAHRAIN FIR: Visual Reporting Point UMM SAID has been redesignated SOUTH POINT. (II-118/80)

BAHRAIN: Low Lead AVGAS 100LL now available at BAHRAIN INTL airport. Inquiries concerning specification should be made to B.P. P. O. Box 299 Bahrain. (II-123/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.

(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the

triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A036/79)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

ATS ROUTE B 23 - SEA ISLE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the ATS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

BRAZIL

SPECIAL NOTICE--FRONTIER GUIANA: Area interdicted for overflight and landing of civil aircraft except when they are authorized by COMAR ONE, liberated for aircraft of the government of Territorio de Roraima all movement must be informed to COMAR ONE. (II-20/79)

CANADA

- USE OF METRIC UNITS FOR DISPENSING AIRCRAFT FUEL AND OIL: The dispensing of aircraft fuel and oil in metric units has begun in some areas of Canada. All those involved in the use of or dispensing of aircraft fuel and oil should ensure the measurement unit is clearly understood. (II-3/79)

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

CANARY ISLANDS

SANTA CRUZ DE TENERIFE/TENERIFE-100L fuel unavailable UFN. (II-407/78)

CHILE

SANTIAGO FIR: With effect from JUN/12th/1980, in AWY A5 from 30 NM to the North of TBN (NDB) non directional radio beacon, will be increased the controlled airspace to the East of the AWY A5 in 5 additional NM. The additional controlled airspace before mentioned it is protected to the South to join with the controlled airspace of UMKAL 1 procedure (STAR 1). (II-A46/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSP CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   - (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   - (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   - (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   - (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   - (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   - (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   - (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   - (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   - (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   - (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   - (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong

to a point beyond and vice versa shall maintain its original enroute altitude in transit;

(10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.

3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.

4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

SUPPLEMENT TO THE INTERNATIONAL AIR ROUTE FROM A POINT ON THE SINO-BURMESE BORDER TO HONG KONG: Please refer to our NOTAM No. 16/1979-4-6. All aircraft authorized to fly along the international air route from the entry/exit point on the Sino-Burmese border to Hongkong should overfly Lincang, Kunming, Bose and Gaoyao. For specific routing, please observe strictly the procedures stipulated in out current NOTAM No. 18/1979-7-14 and Air Route Chart RAC-2-10B/1979-5-15. (II-20/79)

NOTIFICATION OF ESTABLISHMENT OF AIR CORRIDOR IN KUNMING AND REROUTING OF GAOYAO-KUNMING AND NANNING-LAOLIANGCANG ROUTE SEGMENTS:

1. Kunming Air Corridor

(1) Kunming Aerodrome (VOR) - Luxi (NDB), Width 10Km.

(2) Inbound aircraft from or outbound aircraft towards the direction of Hongkong, Guangzhou and Nanning and aircraft overflying Kunming from or towards the direction referred to above are to follow this corridor.

(3) Flight altitude within the air corridor: Outbound 6,000m (QNE); Inbound 5,700m (QNE). Aircraft overflying Kunming must proceed along the air corridor, maintaining assigned enroute altitude.

(4) Navigational aid: Luxi NDB coordinates N24°31'E103°45', ident ZN, frequency 387Khz, hour of operation HO.

(5) Heading (M) and distance: Kunming (VOR)-Luxi (NDB) 118°/298° 115km.

(6) ATC requirements

a. Before entry into the air corridor aircraft must establish contact with Kunming Tower, taking the initiative in reporting flight conditions and follow its instructions.

b. Aircraft overflying Kunming must proceed along the air corridor maintaining assigned enroute altitude, establish contact in time with Kunming Tower and follow its instructions.

c. Aircraft within the air corridor may make ascent or descent when so cleared by the tower.

2. Re-routing of Route Segments

(1) The Gaoyao-Bose-Kunming segment of Guangzhou-Kunming route will be rerouted as Gaoyao-Laibin-Bose-Luxi-Kunming (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Gaoyao NDB-Laibin NDB 284°/104° 339km-Bose NDB 275°/95° 265km-Luxi NDB 284°/104° 304km-Kunming VOR 298°/118° 115 km.

b. Cruising level: Gaoyao-Kunming FL110m, Kunming-Gaoyao FL100m.

c. Minimum safe altitude: Gaoyao-Laibin 193m, Laibin-Bose 1626m, Bose-Luxi 3101m, Luxi-Kunming 3509m.

d. Navigational aid: Laibin NDB coordinates N23°44'E109°14', ident KC, frequency 393Khz, hour of operation HO.

(2) The Nanning-Laoliangcang segment of Nanning-Wuhan route will be re-routed as Nanning-Laibin-abeam Guilin-Laoliangcang (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Nanning NDB-Laibin NDB 42°/222° 166km-abeam Guilin NDB 33°/213° 197km-Laoliangcang NDB 33°/213° 370km.

b. Minimum safe altitude: Nanning-Laibin 1960m, Laibin-Laoliangcang 2741m.

The above notification will become applicable from 1601Z on April 29, 1980. (II-03/80)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

DOMINICAN REPUBLIC

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:

COORDINATES -16°00'00"N 70°44'31"W
DESIGNATOR -VESKA
COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-62/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
Ident: Ambar 36

Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: AIBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-68/80)

DOMINICAN REPUBLIC: With immediate effect until further notice, all SSB Transponder equipped aircraft flying within MDSD FIR before entering MJSJ FIR will operate code 2100 when flying FI 240 or above and code 1100 when flying FI 230 or below, if possible. (II-36/80)

DOMINICAN REPUBLIC: All aircraft on route from MDSD and destined to Europe must fly B20 to reporting point ANTEX before entering MJSJ FIR and then continue the planified route. (II-37/80)

SPECIAL NOTICE: The only requirement for private aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata, is sending the corresponding flight plan.

The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata must solicit a permission with at least 72 working hours in advance, via cable, to DIRACIV, Santo Domingo, Dominican Republic. (II-58/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

FINLAND

KRUUNUPYY AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

> Fuel grade JET A-1 is now available at Kruunupyy aerodrome. (II-50/80)

PORI AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

> The distribution of fuel grade JET A-1 has been discontinued. (II-51/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:

-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 IuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

CHANGE OF OPERATIONAL PROCEDURES IN RHEIN UIR: With effect from 10 JUL 1980 the following changes of operational procedures will be implemented.

Maintenance of a smooth flow of air traffic via reporting point Tango (TGO) demands that aircraft entering the upper airspace of the Federal Republic of Germany from Zurich UIR and proceeding to the airports Bremen, Dusseldorf, Koln-Bonn and Munster-Osnabruck, be cleared exclusively via standard route TRA-UA9-FFM.

The modified standard routes are published in AIP I RAC-2-6. (II-86/80)

TRAFFIC FLOWS TO OR THROUGH GREECE VIA BUGAC-KELEBIA-HUMAR:
1. Introduction
1.1 New procedures for management of the Air Traffic Flow to or through Greece via BugacKelebia-Humar have been agreed between the states Austria, Czechoslovakia, Denmark, the German Democratic Republic, Finland, Hungary, Norway, Poland, and Sweden.
1.2 The procedures will be applied on 01 July 1980, 0001 GMT.
2. Procedures
2.1 Where Repetitive Flight Plans do not exist, aircraft operating agencies/pilots planning operations to or through Athinai FIR via Bugac-KelebiaHumar should file their respective individual Flight Plans at least 3 hours prior to estimated time of departure.
2.1.1 Such Flight Plans shall also be addressed to LOWWYU.
2.1.2 Revisions to and cancellations of Repetitive Flight Plans and individual Flight Plans shall also be addressed to LOWWYU.
2.2 To avoid en-route holdings or intermediate landings aircraft operating agencies/pilots should, whenever Athinai ACC applies acceptance rates for the point Humar, request not earlier then 2 hours prior to the estimated time of departure an En-route Time Slot for the point Bugac indicating in the request the earliest possible time of arrival over the point Bugac.
2.2.1 Such requests shall be addressed to ETBSZG.
2.3 Slot Times for Bugac will be allocated by the Air Traffic Flow Management Unit

Vienna and will be expressed as a four-digit time group and will allow for a tolerance of plus/minus 10 minutes for the flight concerned to arrive over Bugac.

2.3.1 Pilots should arrange their flight so as to arrive over Bugac as close as possible to the allocated Slot Time. Pilots of flights who are unable to meet an allocated Slot Time should immediately advise the appropriate air traffic services unit and request a revised Slot Time.

2.4 The following types of flights will be exempted from traffic flow restrictions:

a) Flights known or believed to be in a state of emergency (including flights subjected to unlawful interference)

b) Flights operating for humanitarian reasons

c) Flights on search and rescue missions

d) Flights with a "Head of States" status

e) Cargo flights carrying live-stock.

(II-37/80)

AIRWAY A4 RADAR VECTORING- With effect from the 07 August 1980, the airspace between the reporting points Starling and Segal within which aircraft bound for Copenhagen may be radar vectored by Copenhagen ACC will be changed as follows:

545500N 125100E - 545500N 130000E -
544400N 130130E - 543820N 125130E -
544400N 123100E - 545500N 125100E.

(II-43/80)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR.
(II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail

the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

LGD 64 - KASSANDRA, REVISION OF LATERAL LIMITS: On the AIRAC date of 7 August 1980 the lateral limits of LGD 64 Kassandra will be revised as follows:

401600N 232200E - 400800N 232500E -
401000N 233000E - 401600N 232800E.
(II-17/80)

ALEXANDROUPOLIS: Refueling T.F. JET A1 and P.F. 100LL not available. (I-622/80)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

      i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

      ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

   c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

      i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

      ii) With intervals of 20° of longitude (between 10°W and

50°W) for flights operating North of 70°N.

iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

a. 10° of longitude South of 70°N (between 5°W and 65°W), and

b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

CAUTION: Night flying in Haiti can be hazardous due to exceptionally precipitous mountainous terrain, lack of visual cues and relatively low landing areas. Severe updrafts and downdrafts, abrupt changes in wind direction and velocity and severe turbulence may be encountered.

VFR night flying should be conducted at or above charted minimum en route altitudes since ground reference is minimal and mountains may blend with cloud formations.

Safety of flight in mountainous areas demands proper planning and a knowledge of the hazards associated with flying in these areas. (FAA)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance. (II-A10/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG

1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's.

2. Route description:

i) Southbound route -Guangzhou - Shilong ("LQ" NDB) - 2232N 11406E (RUMET) - "HKG" NDB - "CH" VOR - Hong Kong. Transfer-of-control is at RUMET.

ii) Northbound route - Hong Kong - "CH" VOR -2221.5N 11352E (TEGAL) - 2224.5N 11348E (Neilingding Dao) - Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kumming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.)

3. Communication procedure: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMET).

(II-A17/80)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz. (II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft

wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.

2. On trial basis it is in force the following:

a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;

b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:

a. until crossing FL100 departing from aerodromes located within Milano TMA;

b. until crossing 6000 ft. departing from aerodromes located within Roma TMA. (II-3/80)

IDENTIFICATION OF SIGNIFICANT POINTS IN ROMA, MILANO, BRINDISI FIR/UIR:

1. The following significant points within ROME FIR will be changed as shown:

Present Designator	Coordinates	New Desig.	Remarks
A14/C	4109N 1452E	AMSOR	A14
PANDA	4216N 1340E	ANEDA	G23
QUEBEC	4148N 0958E	BEKOS	G23N
BENNY	4103N 1440E	BENTO	NAPOLI CTR
A13/A	4012N 1301E	BEROL	A13
CENTO	4112N 1010E	CENTU	G2323
DELTA	4130N 1210E	ELVIN	AA1-ROMA TMA
EASY	4122N 1146E	ESINO	G14-ROMA TMA
DEALER	4011N 1406E	DELER	A1
U/R46/C	4222N 1013E	GILET	R46
LEONE	4308N 1245E	LEONN	A15
PAPA	4148N 1108E	MAMAR	ROMA TMA
ALPHA	4202N 1124E	MEDAL	A1-ROMA TMA
NORA	4316N 0959E	NORNI	A1E
PUMA	4202N 1255E	PEMAR	G23-ROMA TMA
QUEEN	4011N 1033E	QUEEN	G14
BRAVO	4148N 1143E	RAVAL	A1-ROMA TMA
ECHO	4113N 1232E	RIFFI	A1-ROMA TMA
U/R46/B	4211N 1052E	ROTIR	R46-ROMA TMA
FOX	4048N 1112E	ROXAN	G14
EAGLE	4018N 1320E	TAGEL	DW17
HOTEL	4102N 0934E	TALIN	G23
INDIA	4126N 1056E	TINTO	G23-ROMA TMA
CHARLIE	4136N 1201E	TORLI	A1-ROMA TMA
TURO	4052N 1152E	TURMO	DW4-ROMA TMA
KILO	4134N 1124E	VALMA	G23-ROMA TMA

2. Significant points already modified:

Present desig.	Coordinates	New desig.
U/G8/A	3827N 1900E	BAMBI
CRAY	4134N 1803E	CRAYE
DRAKE	3630N 1418E	DIRKA
TI	3744N 1056E	INDOR
CUTTLE	4233N 1559E	KATTI
CRAB	4401N 1355E	KERAB
LATON	3915N 1900E	LATAN
U/A1/F	3724N 1900E	LORNO
MARCO	4552N 0938E	MARCO
FIR BDRY R/UR22	4516N 1300E	ROTAR
SILLIAN	4645N 1225E	SOLNI
TIGER	4004N 1900E	TIGRA
FISH	4334N 1426E	TORPO
TUNA	4301N 1516E	TUNAL
TP	4052N 1152E	TUPAL
TN	3802N 1017E	NOLSI
U/A9/C	3815N 0947E	OSMAR
TE	3651N 1130E	FOLBA

3. Other significant points will be modified by further NOTAM. (II-30/80)

JAMAICA

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.
2. Effective Daily Time Frame.
   Within Tokyo FIR: 1200Z-1700Z
   Within Honolulu FIR: 1300Z-2100Z
3. Usable Flight Levels. All IFR flight levels at or above FL290.
4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.
5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.
6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

CHANGE OF MEA ON AIRWAY R-11: WEF 1501 GMT 9 July 1980, a part of MEA on airway R-11 will be changed as follows:

GTC 328° $\frac{\text{40NM}}{\text{5000}}$

GTC 40 DME Fix $\frac{\text{60NM}}{\text{9000}}$ 148° CFH

(II-128/80)

ESTABLISHMENT OF DIRECT ROUTES: WEF 0000 GMT 7 AUG 1980, direct routes will be established as follows:

HPE 017°	15NM 6000	HPE 15 DME	62NM 10000	197° MW
HPE 063°	10NM 5000	HPE 10 DME	36NM 9000	243° MQE
HPE 187°	20NM 5000	HPE 20 DME	44NM 6000	007° MX
HPE 218°	15NM 5000	HPE 15 DME	42NM 9000	
	YTE 15 DME	7000	038°	15NM YTE
HPE 234°	12NM 5000	HPE 12 DME	43NM 9000	
MMV	55NM 9000	GTC 20 DME		
	20NM 4000	054° GTC		
HPE 296°	15NM 5000	HPE 15 DME	17NM 7000	TWV
	21NM 6000	116° ATE		

Remarks: HPE--MQE and HP--ATE of present direct routes will be abolished concurrently. (II-159/80)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:

a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

SPECIAL NOTICE: Reporting points OSCAR with coordinates 284200N 481800E and reporting point LIMA 285400N 481300E is to be cancelled. (II-22/80)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

ROBERTS INTL AIRPORT/LIBERIA: AVGAS 100/130 completely withdrawn until further notice. (II-4/80)

PROVISIONS FOR NON-SCHEDULED FLIGHTS:

Effective as of June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry & Transportation request that all Foreign Civilian and Military Registered aircraft wishing to overfly or land at Liberia's Aerodromes should comply with the following provisions. These provisions however, do not apply to normal scheduled commercial flights. Permission to overfly Liberia's Airspace or land at its Aerodromes is subject to prior request and approval. Request by mail should reach the Civil Aviation Authorities three (3) weeks before operation or if the request is made by telex two (2) weeks is required.

The request should include the following details:

1. Name, Nationality and address of applicant;
2. Aircraft registration marks or service number and Nationality of owners;
3. Type of aircraft;
4. Purpose of flight and nature of load;
5. Aerodrome of origin, date and time of departure;
6. Last aerodrome of departure before entering Liberia airspace, point and time of entering Liberia airspace - date time;
7. Aerodrome of landing in Liberia - date and time;
8. Point and time of exit;
9. First aerodrome of landing after leaving Liberia - date and time;
10. Final destination - date and time.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded;
2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission;
3. Aircraft not in possession of permission are liable to be dealt with severely;
4. Aircraft in possession of permission are required to stick as far as practicable to the approved timing;
5. Approved requests will be void after 24 hours of the date/time of entry.

The Civil Aviation Administration therefore, request that all concerned MUST strictly adhere to the above regulations. (AIC 04/80)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:

   $$\frac{\text{UNL}}{\text{GND}}$$
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRO", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

REMOVAL OF RESTRICTIONS ON AIRCRAFT REGISTERED IN ZIMBABWE:

1. With immediate effect, the restriction previously existing under which aircraft registered in or owned by Zimbabwe (formerly Rhodesia) or any other aircraft destined for or departing from Zimbabwe were not permitted to fly over Libyan territory or land within the S.P.L.A.J. is removed. (II-A036/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN-- WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect tc fly on A64. (II-15/79)

ESTABLISHMENT OF ROUTE SEGMENT PENANG-KOTA BHARU OF AIRWAY GREEN 68 KUALA LUMPUR FIR

1. INTRODUCTION:

1.1 WEF 0001Z on 2 October 1980, ATS route designated Green 68 (Medan-Penang) shall be extended from Penang VOR (VPG) to Kota Bharu VOR (VKB) as an airway.

2. CHARACTERISTICS OF THE AIRWAY:

2.1 Type: Airway (/IV)

2.2 Airway centreline: A straight line joining Penang VPG and Kota Bharu VKB VORs.

2.3 Lateral limits: The airway shall have a width of 20 NM throughout i.e. 10 NM on either side of the airway centreline.

2.4 Vertical limits: The vertical limits of the airway and the reporting points are shown in Appendix A.

3. SEPARATION MINIMA

3.1 10 minutes longitudinal separation shall be applied between aircraft of same TAS and level.

4. CONTROLLING AUTHORITY

4.1 Penang-Kota Bharu Route Segment of G68. The controlling authority shall be Kuala Lumpur ACC, or Butterworth APP, as appropriate.

4.2 Delegation of Authority: The controlling authority for the short route segment of G68 cutting across the southern part of the Bangkok FIR shall be Kuala Lumpur ACC.

4.3 ATS Units, Callsigns and Frequencies:
Kuala Lumpur ACC-Lumpur Control-
132.8/132.6 MHz.

Butterworth APP-Butterworth Approach-
133.1 MHz.

5. FLIGHT PLAN REQUIREMENTS

5.1 Aircraft intending to operate along the route segment Penang-Kota Bharu shall submit flight plans at least one hour before their estimated time of departure. (II-14/80)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

FORECAST TAKE-OFF TEMPERATURE ON HOT DAYS: With effect 1st June 1980, Air Traffic Control will provide, on request, a forecast runway temperature valid for thirty minutes. This service will be available between 0600 and 1800 hours during the period 1st June - 30th September and will supplement the forecast service provided by the Meteorological Office. (II-4/80)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control

Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.
(II-A10/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

NEW ZEALAND

NANDI - NAURU - TONIK: ATS ROUTE B77: The ATS Route B77 Nandi-Nauru-Tonik becomes effective 7 August 1980. The 5 letter name-code designators and reporting point coordinates within the Nandi FIR are listed below:

GUSMA	16°14'04"S	176°28'29"E
ATRAS	9°48'49"S	172°27'39"E
BULRO	5°42'47"S	170°00'00"E

Tracks and distances between reporting points are as follows:

NANDI VOR	- GUSMA	316°M	100NM
GUSMA	- ATRAS	317°M	450NM
ATRAS	- BULRO	318°M	285NM
BULRO	- NAURU	319°M	360NM

The Nandi-Nauru section of ATS Route B77 will be included in next edition of NZ-RNC3.
(II-28/80)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:
   a. Position, flight level and time at which the deviation from the route is expected to be made.
   b. Direction and distance upto which the aircraft is likely to deviate from the route.
   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-3/80)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall

apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-12/80)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-3/80)

KARACHI: With immediate effect VOIMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft, Mode A/3 Code 1200. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

REQUIREMENT FOR GENERAL AVIATION PILOTS FILING IFR FLIGHT PLANS: For strict compliance by all concerned, effective immediately, all general aviation pilots filing IFR flight plans shall certify on the available space on the face of the flight plan that both pilot and aircraft are IFR rated. (II-AIC 4/80)

DECOMMISSIONING OF LORAN-A STATIONS: As of 1 July 1980, the following LORAN-A stations operated by the Philippine Coast Guard has been decommissioned:

1. LORAN Station Batan---------2H3/2H$
2. LORAN Station Catanduanes--2H4
3. LORAN Station Naulo Point--IL6
4. LORAN Station Talampulan---IL6/IL7
5. LORAN Station Tarumpitao---IL7

(II-27/80)

PORTUGAL

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE: For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally.
(ii-68/80)

SANTA MARIA OCEANIC FIR-PLAN DATA

1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.
1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;
2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;
3. Requests for clearances should include the following information:
a. Call sign;
b. Present and requested flight level;
c. Coordinates of OCA entry point and an accurate estimate for this point, and;
d. Any change to filed Flight Plan.
4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. ROUTE DESIGNATION
1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67): 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. FLIGHT LEVEL UTILIZATION
2.1 Appropriate to direction of flight.

3. FLIGHT PLANNING
3.1 Flights to/from/over the Caribbean area estimated to cross 30W:
3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;
3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.
3.2 Random flight planning during other hours is acceptable.
3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.
3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. AIR TRAFFIC PROCEDURES
4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;
4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.
4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.
4.4 ATC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.
4.5 Aircraft operating on the defined route system shall report over the latitude/-longitude points specified in 1.1 or 1.2 above.
(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:
1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.
2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.
3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

TENERIFE AD. - FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. - UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRB (RAC 3.2-27 REF) is established as shown below:

	TUDELA INT 4159N 0132W		
		056 236	78 144
UIR MADRID UIR FRANCIA	UIRB 4248N 0009W		

PINA INT is cancelled on this airway. (II-277/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWEDEN

KARLSTAD AERODROME--LOCAL FLYING RESTRICTIONS: In order to minimize noise disturbances at KARLSTAD aerodrome the following restriction applies for the use of runway 18/36:

Propeller aircraft with an AUW exceeding 5700 kilos and jet aircraft are only permitted to take-off from runway 36 and land on runway 18 when wind conditions at the traffic situation so require. (II-1089/80)

FUEL AVAILABILITY: The following airports no longer have 100 octane fuel available: Jonkoping, Karlstad, Norrkoping/Kungsangen, Stockholm/Bromma, Sundsvall/Harnosand, and Umea. (AIP 277)

SWITZERLAND

GENEVA UIR/UG 5, LYON - ST-PREX: In accordance to the French publications, the hitherto UG 5 route segment Lyon - St-Prex receives the new identification UG 5B WIE. (II-37/80)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TANZANIA

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100LL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWO paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from Zimbabwe are permitted to overfly, land in, or depart from Tanzania. in accordance the provisions governing foreign registered aircraft contained in AIP Tanzania FAL SECTION. (II-A42/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and CLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

REGULATIONS FOR SMALL AIRCRAFT AND HELICOPTERS FLYING NON-SCHEDULED FLIGHT

During declaration state of national emergency, subject to the provision Article 89 of the Chicago Convention, small aircraft and helicopters of the Contracting States of the Convention of International Civil Aviation intending to fly non-scheduled flight to/from Thailand must submit an application to the Department of Aviation not less than 15 days prior to flight commencement. Such application must contain the following particulars:

1. Number and Type of Aircraft
2. Identification/Nationality and Registration of the Aircraft
3. Flight Rule and Status
4. Route Schedule
5. Date/Times entry/exit BKK FIR boundaries
6. Date/Times of Arrival/departure (In case of landing in Thailand)
7. Airways to be used via BKK FIR
8. Alternate Aerodrome
9. Speed
10. Level
11. Endurance
12. Passenger on board
13. Crew
14. Purpose of landing
15. Purpose of flight
16. Owner & address

Other small aircraft and helicopters of Non-Contracting States of the Convention on internation Civil Aviation desiring to fly in transit non-stop across Thailand or to land in Thailand for non-traffic purposes must apply and obtain prior permission through diplomatic channel. The application according to the above mentioned regulation must contain all the above particulars 1 - 16.

This AIC will come into effect from 20th June 1980. (AIC-3/80)

TUNISIA

SUPPLY OF GASOLINE 100/130 (OCTANE) AT THE AIRPORTS OF TUNIS/CARTHAGE AND JERBA/ZARZIS: Beginning June 1, 1980, and until further notice, the supply of gasoline 100/130 (octane) (AVGAS 100LL) will be reserved exclusively for local customers. (II-21/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

DUBAI INTL: With effect from 15 July 1980 the fuel grades available at Dubai Intl airport are as follows: AVGAS - 100LL and JET A1 only. (II-106/80)

RAS AL KHAIMAH: The Smallpox vaccination is no longer required for arrival at Ras-Al-Khaimah Intl airport. (II-108/80)

SHARJAH: The Smallpox vaccination is no longer required for arrival at Sharjah Intl airport. (II-109/80)

UNITED KINGDOM

PEAK PERIOD ROUTES AND AIRWAYS AMBER THREE FOUR WEST/UPPER AMBER THREE FOUR WEST AND WHITE ONE TWO/UPPER WHITE ONE TWO: From 1st May, 1980 Peak Period Routes A34W/UA34W and W12/UW12 will be active from 1200 GMT on Fridays to 0700 GMT on Mondays and from 1200 GMT on the days preceding to 0700 GMT on the days following Public Holidays. The routes may not be available at certain times due to military activity and these times will be published by NOTAM Class One. The availability of A34W/UA34W/W12/UW12 between 1200 GMT and 1700 GMT on Fridays and the days preceding Public Holidays is also subject to agreement on that day between the ATC Authorities of France and the United Kingdom and non-availability will be notified by NOTAM Class One. (II-A255/80)

LONDON/HEATHROW AIRPORT--NIGHT MOVEMENT RESTRICTIONS: Until further notice no landings or take-offs by non-scheduled operators are permitted within the night quota times notified in NOTAM A184/1980. All non-scheduled operators and handling agents must note that when permission is granted for a flight to operate into and/or

out of Heathrow, such permission ceases to apply if the approved time is not adhered to. No extension will be granted to enable the flight to operate within the night quota period. (II-359/80)

ADVISORY AIRSPACE--ATS ROUTE DELTA WHITE THREE: NOTAM A333/1980 amended the reporting points on certain routes following the changes made in the en-route Holding Patterns published in NOTAM A332/1980. In particular, the mandatory reporting point Start Point (591540N 022200W) was eliminated from ATS route DW3. However, as there is a need for a reporting point in this position, it is proposed to restore Start Point as a mandatory reporting point on DW3, and to make the Holding Point KISTA (593027N 015652W) an "on request" reporting point. This will be effective from 10 July 1980. (II-A393/80)

STANDARD ROUTES TO AIRPORTS WITHIN THE LONDON TMA: Standard routes inbound to London/Heathrow, London/Gatwick, Luton and Stansted from the North are affected by the revised routes promulgated for the Daventry CTA in A308/1980, which were introduced on 12th June, 1980.

2. The standard routes for aircraft inbound to London/Heathrow, Luton or Stansted from the North on Airways A1E or A1/B3 are revised to route via Westcott NDB instead of Kingswood.

3. The standard route for aircraft inbound to London/Gatwick from the North via A1/B3 at FL 90 to FL 120 inclusive is Honiley--Woodley--Midhurst--Mayfield, but occasionally due to activity on EGD. 129 ATC may require aircraft to route additionally via Westcott NDB. (II-A451/80)

MINIMUM CRUISING LEVELS ON ADVISORY ROUTE DELTA BLUE THREE TWO (DB32): As a result of the introduction of a lowered base for Airway Amber One in the vicinity of Cowly (Notam A307/1980 refers), the minimum cruising level restriction (when applicable) on DB32 between Norry and Westcott is now lowered to FL 90. (II-A452/80)

FLIGHT PLAN ANNOTATION--COMPLIANCE WITH MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS): In accordance with Regional Supplementary Procedures, the following requirement came into effect on 2 Nov 1978.

2. For flights intending to operate within North Atlantic MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certified as complying with the MNPS. (II-A502/80)

EDINBURGH AIRPORT: Refuelling times for AVGAS 100LL are now as follows:

1 Oct to 30 Apr 0830 to 1700 (local) Monday through Friday, 0900 to 1200 (local) Saturday, Sunday and Public Holidays.

1 May to 30 Sep 0830 to 1900 (local) Monday through Friday, 0900 to 1700 (local) Saturday, Sunday and Public Holidays.

This fuel is available from Aero Services Tel: 031-334 7660 or 031-334 4695 other times by arrangement plus surcharge to 031-229 5912. (II-A503/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details.)
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAIRE

FIR - KINSHASA:

- Upper limit of CTR of Kinshasa: FL 55
- Coordinates of reporting point APULO: 0547S - 1637E.
- New indicators for the reporting points:

  Route ATS H4 KASAI 0534S-2053E becomes RURGO

  Route ATS A48 KASAI 0834S-2200E becomes SENAL

  Route ATS V3 KASAI 0400N-1900E becomes RIPEP

  Route ATS H10 MARINGA 0007N-2256E becomes RUMLA

  Route ATS J2 MAMBASSA 0118N-2903E becomes ODNAS
  0056S-2755E becomes OGDAM

- Reporting point BUNIA VOR, BORSO, BILID, KINDU VOR and LUB VOR become reporting ATS/MET.

(II-A013/80)

ZAMBIA

LUSAKA F.I.R. NON SCHEDULED FLIGHTS: The Zambian Airspace is now open to all non-scheduled flights except Western Province. Those operators wishing to operate into or over fly Western Province of Zambia must apply to the Commander Zambia National Defense Forces giving ten (10) days Prior Notice and Approval must be received by the applicant before flight is under taken.

The application must include the following:
(a) pilots name
(b) operators name and address
(c) type of aircraft and registration
(d) route or area of operation
(e) purpose of flight dates, timings etc.
All applications are directed to the Commander Z.N.D. Forces. (II-5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

CYPRUS

LARNACA INTL: Fuel grade 100L is no longer available at Larnaca International Airport. (DOS 7/80)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

IRAQ

WIE and UFN all Iraqi airspace and Iraqi airports are closed for all operations. (See existing NOTAMS) (DOS 9/80)

LIBERIA

Effective June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry and Transportation request all foreign civilian and military registered aircraft (not normal scheduled commercial flights) wishing to overfly or land at Liberian aerodromes compliance with the following provistions: Permission to overfly or land is subject to prior request. Request should be made by mail and should reach civil aviation authorities three weeks prior to operation (or two weeks if request made by telex). Request should include the following:

1. Name, nationality and address of applicant.

2. Aircraft registration marks or service number and nationality of owners.

3. Type of aircraft.

4. Purpose of flight and nature of cargo.

5. Aerodrome or origin. Date and time of departure. Last aerodrome departed before entering Liberian airspace.

6. Date, time and point of entering Liberian airspace.

7. Date, time and aerodrome of landing in Liberia.

8. Point and time of exit.

9. Date, time and first aerodrome of landing after departing Liberia.

10. Date and time of final destination.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded.

2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission.

3. Approved requests will be void after 24 hours of the date/time of entry.

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

- Cancun
- Chetamal
- Cozumel
- Cuidad Acuna
- Cuidad Juarez
- Hermosillo
- Matamoros
- Merida
- Mexicali
- Nogales
- Nueva Laredo
- Piedras Negras
- Reynosa
- Tapachula
- Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC CF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79)

SPAIN

The American Embassy in Madrid, Spain, advises that bearers of Diplomatic and Official Passports must obtain a visa prior to their arrival in Spain. There are no exceptions to this requirement. Official/Diplomatic passport holders arriving without visas can expect either not be admitted at all, or to suffer interminable delays at the airport which may well interfere with official work schedules or private itineraries. (DOS 9/80)

THAILAND

The American Embassy in Bangkok, Thailand, advises that all U.S. Government Personnel assigned to perform temporary duty in Thailand must obtain an entry visa prior to arriving in Thailand. Travelers arriving without a visa must apply for a transit visa which is valid for only fifteen days. It cannot be extended. To preclude having to leave Thailand after fifteen days, the traveler must obtain a visa prior to arrival. (DOS 9/80)

TURKS AND CAICOS ISLANDS:

Charter, commercial and freight aircraft require 24 hour prior permission to land. Address to: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.)
Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:
   - a. Track and ground speed checks.
   - b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.
   - c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.
   - d. Position of heavy cloud in relation to the aircraft.
2. The procedure to be followed for the use of this service is as follows:
   - a. Use the following VHF radio frequencies for contacting radar station:
     - (1) 126.2 King Salmon and Fort Yukon, Alaska areas only.
     - (2) 126.2 Northern DEW stations.
     - (3) 133.2 for Icelandic military ADIZ.
     - (4) 122.2 for other areas.
   - b. Call "Radar Assistance."
   - c. The subsequent call sign of the ground station will be the call sign given by the ground station.
   - d. After communication has been established with ground radar station, request the service desired.
   - e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.
   - f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.
   - g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.
*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.

The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3432 0800-1700 Monday-Friday; other times call 202-426-3390). Subscriptions for this publication should NOT be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:
a) U.K. SOUTH-EAST:
  Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
  North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
  Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
  a) Austria, Hungary, Romania, Bulgaria (via Hungary)
  b) Yugoslavia (except Belgrade), Greece
  c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
  a) Austria, Hungary, Romania, Bulgaria (via Hungary)
  b) Yugoslavia (except Belgrade), Greece
  c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
  a) Yugoslavia (except Belgrade), Greece
  b) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
  a) U.K. South-east, Belgium, London/Gatwick
  b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)
Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
  a) U.K. South-east, London/Heathrow, Belgium
  b) France, Switzerland
  c) U.K. North, Netherlands
Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
  a) U.K. South-east, London/Heathrow, Belgium
  b) U.K. North, Netherlands
  c) France, Switzerland
Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
  a) Northern Germany (Federal Republic of Germany)
  b) Stuttgart (via Austria)
Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

EXTENSION OF MANDATORY OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 Oct 1980 all aircraft within the FIR WIEN operating on night VFR flights outside the traffic circuit of aerodromes shall carry on board a SSR transponder meeting the Standards of ICAO Annex 10, Vol I, Part I, item 2.5.
2. The transponder shall have the capability to respond at least to Mode A interrogations and to reply with 4096 codes.
3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.
4. If pilots select on Mode A either Code 7700, 7600, or 7500, this will be indicated on the controllers display automatically.
5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part I, item 13.4. (II-A057/80)

THE BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: WIE and UFN route and level restrictions will apply to all flights including HAJ flights transitting Bahrain and Jeddah FIRs and enroute to Saudi Arabian Airports.

1. Traffic to/from Iran and Far East:
To OEJD via R58-GOLBI-DHA-A1-SILNO-MAC-OCT R3B-353-JDW FL 310 or above.
From OEJD via B57-BDB-YUSEF-RIY-G53E-DHA or via B57-GAS-PAF FL 290 or below to request level change from Bahrain ACC.

2. Traffic to/from Baghdad Area:
To OEJD via A60-RAH-RAMIL-A60F-HIL-A60 JDW FL 260 unless level change obtained from Bahrain ACC before RAFHA.
From OEJD via A60E-MAD-A60-HIL-A60F-RAH standard flt levels.

3. Traffic to/from Kuwait:

To OEJD via R65-GOLBI-DHA-A1-SILNO-RIY (or as directed by RIYADH ATC) -PGB-G53-JDW FL 310 or above or via PAF-B54-NFVOM-HIL-A60-JDW FL 310.

From OEJD via JDW-B57-GAS-PAF FL 290 and below to request level change.

From Bahrain ACC or FL 290 and above if previously ATC coordinated by BIR-DARB.

4. Westbound traffic overflying Jeddah FIR from HAIL HIL VOR via Awy W4 FL280 and 350 or above. (II-139/80)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BAHRAIN FIR: The Smallpox vaccination is no longer required for arrival in Bahrain, Oman and Qater Airports. (II-110/80)

BAHRAIN FIR: Visual Reporting Point UMM SAID has been redesignated SOUTH POINT. (II-118/80)

BAHRAIN: Low Lead AVGAS 100LL now available at BAHRAIN INTL airport. Inquiries concerning specification should be made to B.P. P. O. Box 299 Bahrain. (II-123/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as 363 W.

(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water.

(II-A036/79)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

ATS ROUTE B 23 - SEA ISLE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the ATS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

CANADA

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2. (II-8/79)

CHILE

SANTIAGO FIR: With effect from JUN/12th/1980, in AWY A5 from 30 NM to the North of TBN (NDB) non directional radio beacon, will be increased the controlled airspace to the East of the AWY A5 in 5 additional NM. The additional controlled airspace before mentioned it is protected to the South to join with the controlled airspace of UMKAL 1 procedure (STAR 1). (II-A46/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   - (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   - (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANGO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   - (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   - (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   - (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   - (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   - (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   - (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   - (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   - (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   - (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;
   - (10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

     Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.
3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.
4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

NOTIFICATION OF ESTABLISHMENT OF AIR CORRIDOR IN KUNMING AND REROUTING OF GAOYAO-KUNMING AND NANNING-LAOLIANGCANG ROUTE SEGMENTS:

1. Kunming Air Corridor

(1) Kunming Aerodrome (VOR) - Luxi (NDB), Width 10Km.

(2) Inbound aircraft from or outbound aircraft towards the direction of Hongkong, Guangzhou and Nanning and aircraft overflying Kunming from or towards the direction referred to above are to follow this corridor.

(3) Flight altitude within the air corridor: Outbound 6,000m (QNE); Inbound 5,700m (QNE). Aircraft overflying Kunming

must proceed along the air corridor, maintaining assigned enroute altitude.

(4) Navigational aid: Luxi NDB coordinates N24°31'E103°45', ident ZN, frequency 387Khz, hour of operation HO.

(5) Heading (M) and distance: Kunming (VOR)-Luxi (NDB) 118°/298° 115km.

(6) ATC requirements

a. Before entry into the air corridor aircraft must establish contact with Kunming Tower, taking the initiative in reporting flight conditions and follow its instructions.

b. Aircraft overflying Kunming must proceed along the air corridor maintaining assigned enroute altitude, establish contact in time with Kunming Tower and follow its instructions.

c. Aircraft within the air corridor may make ascent or descent when so cleared by the tower.

2. Re-routing of Route Segments

(1) The Gaoyao-Bose-Kunming segment of Guangzhou-Kunming route will be rerouted as Gaoyao-Laibin-Bose-Luxi-Kunming (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Gaoyao NDB-Laibin NDB 284°/104° 339km-Bose NDB 275°/95° 265km-Luxi NDB 284°/104° 304km-Kunming VOR 298°/118° 115 km.

b. Cruising level: Gaoyao-Kunming FL110m, Kunming-Gaoyao FL100m.

c. Minimum safe altitude: Gaoyao-Laibin 193m, Laibin-Bose 1626m, Bose-Luxi 3101m, Luxi-Kunming 3509m.

d. Navigational aid: Laibin NDB coordinates N23°44'E109°14', ident KC, frequency 393Khz, hour of operation HO.

(2) The Nanning-Laoliangcang segment of Nanning-Wuhan route will be re-routed as Nanning-Laibin-abeam Guilin-Laoliangcang (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Nanning NDB-Laibin NDB 42°/222° 166km-abeam Guilin NDB 33°/213° 197km-Laoliangcang NDB 33°/213° 370km.

b. Minimum safe altitude: Nanning-Laibin 1960m, Laibin-Laoliangcang 2741m.

The above notification will become applicable from 1601Z on April 29, 1980. (II-03/80)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

DOMINICAN REPUBLIC

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:

COORDINATES -16°00'00"N 70°44'31"W

DESIGNATOR -VESKA

COMPULSORY AT ALL LEVELS

(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-62/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W

(II-68/80)

DOMINICAN REPUBLIC: With immediate effect until further notice, all SSB Transponder equipped aircraft flying within MDSD FIR before entering MJSJ FIR will operate code 2100 when flying FL 240 or above and code 1100 when flying FL 230 or below, if possible. (II-36/80)

DOMINICAN REPUBLIC: All aircraft on route from MDSD and destined to Europe must fly B20 to reporting point ANTEX before entering MJSJ FIR and then continue the planified route. (II-37/80)

SPECIAL NOTICE: The only requirement for private aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata, is sending the corresponding flight plan.

The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata must solicit a permission with at least 72 working hours in advance, via cable, to DIRACIV, Santo Domingo, Dominican Republic. (II-58/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIP route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab

tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

FINLAND

KRUUNUPYY AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

Fuel grade JET A-1 is now available at Kruunupyy aerodrome. (II-50/80)

PORI AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

The distribution of fuel grade JET A-1 has been discontinued. (II-51/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:

-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt

(Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

CHANGE OF OPERATIONAL PROCEDURES IN RHEIN UIR: With effect from 10 JUL 1980 the following changes of operational procedures will be implemented.

Maintenance of a smooth flow of air traffic via reporting point Tango (TGO) demands that aircraft entering the upper airspace of the Federal Republic of Germany from Zurich UIR and proceeding to the airports Bremen, Dusseldorf, Koln-Bonn and Munster-Osnabruck, be cleared exclusively via standard route TRA-UA9-FFM.

The modified standard routes are published in AIP I RAC-2-6. (II-86/80)

TRAFFIC FLOWS TO OR THROUGH GREECE VIA BUGAC-KELEBIA-HUMAR:
1. Introduction
1.1 New procedures for management of the Air Traffic Flow to or through Greece via BugacKelebia-Humar have been agreed between the states Austria, Czechoslovakia, Denmark, the German Democratic Republic, Finland, Hungary, Norway, Poland, and Sweden.
1.2 The procedures will be applied on 01 July 1980, 0001 GMT.
2. Procedures
2.1 Where Repetitive Flight Plans do not exist, aircraft operating agencies/pilots planning operations to or through Athinai FIR via Bugac-KelebiaHumar should file their respective individual Flight Plans at least 3 hours prior to estimated time of departure.
2.1.1 Such Flight Plans shall also be addressed to LOWWYU.
2.1.2 Revisions to and cancellations of Repetitive Flight Plans and individual Flight Plans shall also be addressed to LOWWYU.
2.2 To avoid en-route holdings or intermediate landings aircraft operating agencies/pilots should, whenever Athinai ACC applies acceptance rates for the point Humar, request not earlier then 2 hours prior to the estimated time of departure an En-route Time Slot for the point Bugac indicating in the request the earliest possible time of arrival over the point Bugac.
2.2.1 Such requests shall be addressed to ETBSZG.
2.3 Slot Times for Bugac will be allocated by the Air Traffic Flow Management Unit Vienna and will be expressed as a four-digit time group and will allow for a tolerance of plus/minus 10 minutes for the flight concerned to arrive over Bugac.
2.3.1 Pilots should arrange their flight so as to arrive over Bugac as close as possible to the allocated Slot Time. Pilots of flights who are unable to meet an allocated Slot Time should immediately advise the appropriate air traffic services unit and request a revised Slot Time.
2.4 The following types of flights will be exempted from traffic flow restrictions:
a) Flights known or believed to be in a state of emergency (including flights subjected to unlawful interference)
b) Flights operating for humanitarian reasons
c) Flights on search and rescue missions
d) Flights with a "Head of States" status
e) Cargo flights carrying live-stock.
(II-37/80)

AIRWAY A4 RADAR VECTORING- With effect from the 07 August 1980, the airspace between the reporting points Starling and Segal within which aircraft bound for Copenhagen may be radar vectored by Copenhagen ACC will be changed as follows:
545500N 125100E - 545500N 130000E -
544400N 130130E - 543820N 125130E -
544400N 123100E - 545500N 125100E.
(II-43/80)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444-RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR.
(II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

LGD 64 - KASSANDRA, REVISION OF LATERAL LIMITS: On the AIRAC date of 7 August 1980 the lateral limits of LGD 64 Kassandra will be revised as follows:

401600N 232200E - 400800N 232500E -
401000N 233000E - 401600N 232800E.
(II-17/80)

ALEXANDROUPOLIS: Refueling T.F. JET A1 and P.F. 100LL not available. (I-622/80)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers).
(II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the

Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

      i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

      ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

   c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

      i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

      ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

      iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

   d. Flights operating predominantly in North-South direction:

      i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along

A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inaqua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inaqua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

CAUTION: Night flying in Haiti can be hazardous due to exceptionally precipitous mountainous terrain, lack of visual cues and relatively low landing areas. Severe updrafts and downdrafts, abrupt changes in wind direction and velocity and severe turbulence may be encountered.

VFR night flying should be conducted at or above charted minimum en route altitudes since ground reference is minimal and mountains may blend with cloud formations.

Safety of flight in mountainous areas demands proper planning and a knowledge of the hazards associated with flying in these areas. (FAA)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light	
	2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

CLEARANCE DELIVERY CONTROL: WEF 22 February 1979 UFN, Clearance Delivery Control will be operated on trial at Hong Kong International Airport between 0500 hours and 0800 hours GMT daily. During this period, pilots of departing international flights should call Clearance Delivery Control (callsign "Hong Kong Clearance") on frequency 124.65 MHz five minutes prior to start-up to put their clearance on request, stating their callsign, parking bay number and flight level requested if different from the filed flight plan. When they are ready to start engines, airways clearance and departure instructions will be issued on the above frequency. They will then be instructed to contact "Hong Kong Ground" on frequency 121.6 MHz for start-up and taxi clearances. Pilots should note that delays in getting ready to start, taxi or take off may result in withdrawal of an airways clearance. (II-A10/79)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG

1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's.

2. Route description:

i) Southbound route -Guangzhou - Shilong ("LQ" NDB) - 2232N 11406E (RUMET) - "HKG" NDB - "CH" VOR - Hong Kong. Transfer-of-control is at RUMET.

ii) Northbound route - Hong Kong - "CH" VOR -2221.5N 11352E (TEGAL) - 2224.5N 11348E (Neilingding Dao) - Guangzhou ("FC" NDB/"XK" NDB). Transfer-of-control is at TEGAL.

(NOTE: Aircraft overflying Guangzhou to the direction of Kumming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.)

3. Communication procedure: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMET). (II-A17/80)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz. (II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.
2. On trial basis it is in force the following:
   a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:
      (1) 250 KT IAS at FL100 or below;
      (2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;
      (3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;
      (4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.
3. Furthermore, Roma and Milano radar may request pilots:
   a. to adjust speed in a specific manner during the intermediate approach;
   b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.
4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:
   a. until crossing FL100 departing from aerodromes located within Milano TMA;
   b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.

(II-3/80)

IDENTIFICATION OF SIGNIFICANT POINTS IN ROMA, MILANO, BRINDISI FIR/UIR:

1. The following significant points within ROME FIR will be changed as shown:

Present Designator	Coordinates	New Desig.	Remarks
A14/C	4109N 1452E	AMSOR	A14
PANDA	4216N 1340E	ANEDA	G23
QUEBEC	4148N 0958E	BEKOS	G23N
BENNY	4103N 1440E	BENTO	NAPOLI CTR
A13/A	4012N 1301E	BEROL	A13
CENTO	4112N 1010E	CENTU	G2323
DELTA	4130N 1210E	ELVIN	AA1-ROMA TMA
EASY	4122N 1146E	ESINO	G14-ROMA TMA
DEALER	4011N 1406E	DELER	A1
U/R46/C	4222N 1013E	GILET	R46
LEONE	4308N 1245E	LEONN	A15
PAPA	4148N 1108E	MAMAR	ROMA TMA
ALPHA	4202N 1124E	MEDAL	A1-ROMA TMA
NORA	4316N 0959E	NORNI	A1E
PUMA	4202N 1255E	PEMAR	G23-ROMA TMA
QUEEN	4011N 1033E	QUEEN	G14
BRAVO	4148N 1143E	RAVAL	A1-ROMA TMA
ECHO	4113N 1232E	RIFFI	A1-ROMA TMA
U/R46/B	4211N 1052E	ROTIR	R46-ROMA TMA
FOX	4048N 1112E	ROXAN	G14
EAGLE	4018N 1320E	TAGEL	DW17
HOTEL	4102N 0934E	TALIN	G23
INDIA	4126N 1056E	TINTO	G23-ROMA TMA
CHARLIE	4136N 1201E	TORLI	A1-ROMA TMA
TURO	4052N 1152E	TURMO	DW4-ROMA TMA
KILO	4134N 1124E	VALMA	G23-ROMA TMA

2. Significant points already modified:

Present desig.	Coordinates	New desig.
U/G8/A	3827N 1900E	BAMBI
CRAY	4134N 1803E	CRAYE
DRAKE	3630N 1418E	DIRKA
TI	3744N 1056E	INDOR
CUTTLE	4233N 1559E	KATTI
CRAB	4401N 1355E	KERAB
LATON	3915N 1900E	LATAN
U/A1/F	3724N 1900E	LORNO
MARCO	4552N 0938E	MARCO
FIR BDRY R/UR22	4516N 1300E	ROTAR
SILLIAN	4645N 1225E	SOLNI
TIGER	4004N 1900E	TIGRA
FISH	4334N 1426E	TORPO
TUNA	4301N 1516E	TUNAL
TP	4052N 1152E	TUPAL
TN	3802N 1017E	NOLSI
U/A9/C	3815N 0947E	OSMAR
TE	3651N 1130E	ROLBA

3. Other significant points will be modified by further NOTAM. (II-30/80)

JAMAICA

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.
Within Tokyo FIR: 1200Z-1700Z
Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

CHANGE OF MEA ON AIRWAY R-11: WEF 1501 GMT 9 July 1980, a part of MEA on airway R-11 will be changed as follows:

GTC 328° $\frac{\text{40NM}}{\text{5000}}$ GTC 40 DME Fix $\frac{\text{60NM}}{\text{9000}}$ 148° CFH

(II-128/80)

ESTABLISHMENT OF DIRECT ROUTES: WEF 0000 GMT 7 AUG 1980, direct routes will be established as follows:

HPE 017°	15NM 6000	HPE 15 DME	62NM 10000	197° MW
HPE 063°	10NM 5000	HPE 10 DME	36NM 9000	243° MQE
HPE 187°	20NM 5000	HPE 20 DME	44NM 6000	007° MX
HPE 218°	15NM 5000	HPE 15 DME	42NM 9000	
		YTE 15 DME	15NM 7000	038° YTE
HPE 234°	12NM 5000	HPE 12 DME	43NM 9000	
MMV	55NM 9000	GTC 20 DME		
	20NM 4000			054° GTC
HPE 296°	15NM 5000	HPE 15 DME	17NM 7000	TWV
	21NM 6000			116° ATE

Remarks: HPE--MQE and HP--ATE of present direct routes will be abolished concurrently. (II-159/80)

Abolishment of Non-Compulsory Reporting Point and Direct Route
WEF 1501 GMT 1 Oct 1980, following non-compulsory reporting point and direct route will be abolished:
Non-compulsory reporting point: SEAKING (SKG)
Direct Route:
SEAKING (SKG) 052° $\frac{\text{44NM}}{6000}$ TOSA (TSA)

$\frac{\text{35NM}}{6000}$ 232° GBE VOR (II-203/80)

Relocation of Non-Compulsory Reporting Point
WEF 1501 GMT 1 Oct 1980, non-compulsory reporting point will be relocated as follows.
Takeshima (TSM) 333025N 1342244E:

Brg/Dist from NAVAIDS:
099°/35 NM fm KRO (MRA 8000 ft.)
099°/35NM fm KR
063°/82NM fm SUC
061°/82NM fm SU
243°/44NM fm GBE
(II-204/80)

Commissioning of Runway 3000m at Kugoshima airport
WEF 2230 GMT 1 Oct 1980, runway extended to 3000m at Kagoshima airport will be commissioned as follows.
1. Aerodrome reference point will be relocated to 31°48'00"N/130°43'18"E. Elevation 271.6m (891 ft.)
2. Runway 16/34 physical characteristics:
3000x45m (9840x150') Asph-Concrete Runway
60x45m (200x150') Asph-Concrete overrun
3120x300m (10240x980') Strip
Runway Strength - SIWL 43000kg (94800 lb)
(II-A202)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

SPECIAL NOTICE: Reporting points OSCAR with coordinates 284200N 481800E and reporting point LIMA 285400N 481300E is to be cancelled. (II-22/80)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

ROBERTS INTL AIRPORT/LIBERIA: AVGAS 100/130 completely withdrawn until further notice. (II-4/80)

PROVISIONS FOR NON-SCHEDULED FLIGHTS:

Effective as of June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry & Transportation request that all Foreign Civilian and Military Registered aircraft wishing to overfly or land at Liberia's Aerodromes should comply with the following provisions. These provisions however, do not apply to normal scheduled commercial flights. Permission to overfly Liberia's Airspace or land at its Aerodromes is subject to prior request and approval. Request by mail should reach the Civil Aviation Authorities three (3) weeks before operation or if the request is made by telex two (2) weeks is required.

The request should include the following details:

1. Name, Nationality and address of applicant;
2. Aircraft registration marks or service number and Nationality of owners;
3. Type of aircraft;
4. Purpose of flight and nature of load;
5. Aerodrome of origin, date and time of departure;
6. Last aerodrome of departure before entering Liberia airspace, point and time of entering Liberia airspace - date time;
7. Aerodrome of landing in Liberia - date and time;
8. Point and time of exit;
9. First aerodrome of landing after leaving Liberia - date and time;
10. Final destination - date and time.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded;
2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission;
3. Aircraft not in possession of permission are liable to be dealt with severely;
4. Aircraft in possession of permission are required to stick as far as practicable to the approved timing;
5. Approved requests will be void after 24 hours of the date/time of entry.

The Civil Aviation Administration therefore, request that all concerned MUST strictly adhere to the above regulations. (AIC 04/80)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.

2. Vertical limits of the airspace:

   $\frac{\text{UNL}}{\text{GND}}$

3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRO", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

REMOVAL OF RESTRICTIONS ON AIRCRAFT REGISTERED IN ZIMBABWE:

1. With immediate effect, the restriction previously existing under which aircraft registered in or owned by Zimbabwe (formerly Rhodesia) or any other aircraft destined for or departing from Zimbabwe were not permitted to fly over Libyan territory or land within the S.P.L.A.J. is removed. (II-A036/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota

Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6: AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

ESTABLISHMENT OF ROUTE SEGMENT PENANG-KOTA BHARU OF AIRWAY GREEN 68 KUALA LUMPUR FIR

1. INTRODUCTION:

1.1 WEF 0001Z on 2 October 1980, ATS route designated Green 68 (Medan-Penang) shall be extended from Penang VOR (VPG) to Kota Bharu VOR (VKB) as an airway.

2. CHARACTERISTICS OF THE AIRWAY:

2.1 Type: Airway (/IV)

2.2 Airway centreline: A straight line joining Penang VPG and Kota Bharu VKB VORs.

2.3 Lateral limits: The airway shall have a width of 20 NM throughout i.e. 10 NM on either side of the airway centreline.

2.4 Vertical limits: The vertical limits of the airway and the reporting points are shown in Appendix A.

3. SEPARATION MINIMA

3.1 10 minutes longitudinal separation shall be applied between aircraft of same TAS and level.

4. CONTROLLING AUTHORITY

4.1 Penang-Kota Bharu Route Segment of G68. The controlling authority shall be Kuala Lumpur ACC, or Butterworth APP, as appropriate.

4.2 Delegation of Authority: The controlling authority for the short route segment of G68 cutting across the southern part of the Bangkok FIR shall be Kuala Lumpur ACC.

4.3 ATS Units, Callsigns and Frequencies:
Kuala Lumpur ACC-Lumpur Control-132.8/132.6 MHz.
Butterworth APP-Butterworth Approach-133.1 MHz.

5. FLIGHT PLAN REQUIREMENTS

5.1 Aircraft intending to operate along the route segment Penang-Kota Bharu shall submit flight plans at least one hour before their estimated time of departure. (II-14/80)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FI usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.
(II-A10/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.

2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.

3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.

4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

NEW ZEALAND

NANDI - NAURU - TONIK: ATS ROUTE B77: The ATS Route B77 Nandi-Nauru-Tonik becomes effective 7 August 1980. The 5 letter name-code designators and reporting point coordinates within the Nandi FIR are listed below:

GUSMA	16°14'04"S	176°28'29"E
ATRAS	9°48'49"S	172°27'39"E
BULRO	5°42'47"S	170°00'00"E

Tracks and distances between reporting points are as follows:

NANDI VOR	- GUSMA	316°M	100NM
GUSMA	- ATRAS	317°M	450NM
ATRAS	- BULRO	318°M	285NM
BULRO	- NAURU	319°M	360NM

The Nandi-Nauru section of ATS Route B77 will be included in next edition of NZ-RNC3. (II-28/80)

ESTABLISHMENT OF ATS ROUTE: TONGA-RAROTONGA With effect from 0001 GMT 1 October 1980, ATS route B98 was extended from Tonga to Rarotonga.

The five-letter name-code designators and reporting point coordinates are:

VISIK	21°18'38"S 171°43'37"W	On Nandi/Auckland OCA/FIR (Cook Sector) boundary.
NOPAN	21°20'58"s 165°00'00"W	In Auckland OCA/FIR (Cook Sector).

Tracks and distances between reporting points are:

Rarotonga VOR	- NOPAN	255°MAG	291NM
NOPAN	- VISIK	257°MAG	377NM
VISIK	- Tonga NDB	259°MAG	196NM

Revised pages to the NZAIP-Planning Manual will be issued and the Tonga-Rarotonga section of ATS Route B98 will be added to NZ-RNC3. (II-B40/80)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:

   a. Position, flight level and time at which the deviation from the route is expected to be made.

   b. Direction and distance upto which the aircraft is likely to deviate from the route.

   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-3/80)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-

Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-12/80)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-3/80)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft, Mode A/3 Code 1200. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

REQUIREMENT FOR GENERAL AVIATION PILOTS FILING IFR FLIGHT PLANS: For strict compliance by all concerned, effective immediately, all general aviation pilots filing IFR flight plans shall certify on the available space on the face of the flight plan that both pilot and aircraft are IFR rated. (II-AIC 4/80)

DECOMMISSIONING OF LORAN-A STATIONS: As of 1 July 1980, the following LORAN-A stations operated by the Philippine Coast Guard has been decommissioned:

1. LORAN Station Batan--------2H3/2H$
2. LORAN Station Catanduanes--2H4
3. LORAN Station Naulo Point--IL6
4. LORAN Station Talampulan---IL6/IL7
5. LORAN Station Tarumpitao---IL7

(II-27/80)

PORTUGAL

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE: For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally.
(II-68/80)

SANTA MARIA OCEANIC FIR-PLAN DATA
1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into

the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;

3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.

1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;

2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;

3. Requests for clearances should include the following information:

a. Call sign;

b. Present and requested flight level;

c. Coordinates of OCA entry point and an accurate estimate for this point, and;

d. Any change to filed Flight Plan.

4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. **ROUTE DESIGNATION**

1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (EUG10), or UB47 (formerly R67): 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. **FLIGHT LEVEL UTILIZATION**

2.1 Appropriate to direction of flight.

3. **FLIGHT PLANNING**

3.1 Flights to/from/over the Caribbean area estimated to cross 30W:

3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;

3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.

3.2 Random flight planning during other hours is acceptable.

3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.

3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. **AIR TRAFFIC PROCEDURES**

4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;

4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.

4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.

4.4 AIC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.

4.5 Aircraft operating on the defined route system shall report over the latitude/-longitude points specified in 1.1 or 1.2 above.

(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.

2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.

3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FI 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

TENERIFE AD. - FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. - UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRB (RAC 3.2-27 REF) is established as shown below:

	TUDELA INT		
	4159N 0132W		
		056	78
		236	144
UIR MADRID	UIRB		
UIR FRANCIA	4248N 0009W		

PINA INT is cancelled on this airway.
(II-277/80)

SRI LANKA

SPECIAL NOTICE - SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWEDEN

FUEL AVAILABILITY: The following airports no longer have 100 octane fuel available: Jonkoping, Karlstad, Norrkoping/Kungsangen, Stockholm/Bromma, Sundsvall/Harnosand, and Umea. (AIP 277)

SWITZERLAND

GENEVA UIR/UG 5, LYON - ST-PREX: In accordance to the French publications, the hitherto UG 5 route segment Lyon - St-Prex receives the new identification UG 5B WIE. (II-37/80)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TANZANIA

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100LL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWO paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from Zimbabwe are permitted to overfly, land in, or depart from Tanzania. in accordance the provisions governing foreign registered aircraft contained in AIP Tanzania FAL SECTION. (II-A42/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and OLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

REGULATIONS FOR SMALL AIRCRAFT AND HELICOPTERS FLYING NON-SCHEDULED FLIGHT

During declaration state of national emergency, subject to the provision Article 89 of the Chicago Convention, small aircraft and helicopters of the Contracting States of the Convention of International Civil Aviation intending to fly non-scheduled flight to/from Thailand must submit an application to the Department of Aviation not less than 15 days prior to flight commencement. Such application must contain the following particulars:

1. Number and Type of Aircraft
2. Identification/Nationality and Registration of the Aircraft
3. Flight Rule and Status
4. Route Schedule
5. Date/Times entry/exit BKK FIR boundaries
6. Date/Times of Arrival/departure (In case of landing in Thailand)
7. Airways to be used via BKK FIR
8. Alternate Aerodrome
9. Speed
10. Level
11. Endurance
12. Passenger on board
13. Crew
14. Purpose of landing
15. Purpose of flight
16. Owner & address

Other small aircraft and helicopters of Non-Contracting States of the Convention on internation Civil Aviation desiring to fly in transit non-stop across Thailand or to land in Thailand for non-traffic purposes must apply and obtain prior permission through diplomatic channel. The application according to the above mentioned regulation must contain all the above particulars 1 - 16.

This AIC will come into effect from 20th June 1980. (AIC-3/80)

TUNISIA

SUPPLY OF GASOLINE 100/130 (OCTANE) AT THE AIRPORTS OF TUNIS/CARTHAGE AND JERBA/ZARZIS: Beginning June 1, 1980, and until further notice, the supply of gasoline 100/130 (octane) (AVGAS 100LL) will be reserved exclusively for local customers. (II-21/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

DUBAI INTL: With effect from 15 July 1980 the fuel grades available at Dubai Intl airport are as follows: AVGAS - 100LL and JET A1 only. (II-106/80)

RAS AL KHAIMAH: The Smallpox vaccination is no longer required for arrival at Ras-Al-Khaimah Intl airport. (II-108/80)

SHARJAH: The Smallpox vaccination is no longer required for arrival at Sharjah Intl airport. (II-109/80)

UNITED KINGDOM

PEAK PERIOD ROUTES AND AIRWAYS AMBER THREE FOUR WEST/UPPER AMBER THREE FOUR WEST AND WHITE ONE TWO/UPPER WHITE ONE TWO: From 1st May, 1980 Peak Period Routes A34W/UA34W and W12/UW12 will be active from 1200 GMT on Fridays to 0700 GMT on Mondays and from 1200 GMT on the days preceding to 0700 GMT on the days following Public Holidays. The routes may not be available at certain times due to military activity and these times will be published by NOTAM Class One. The availability of A34W/UA34W/W12/UW12 between 1200 GMT and 1700 GMT on Fridays and the days preceding Public Holidays is also subject to agreement on that day between the ATC Authorities of France and the United Kingdom and non-availability will be notified by NOTAM Class One. (II-A255/80)

LONDON/HEATHROW AIRPORT--NIGHT MOVEMENT RESTRICTIONS: Until further notice no landings or take-offs by non-scheduled operators are permitted within the night quota times notified in NOTAM A184/1980. All non-scheduled operators and handling agents must note that when permission is granted for a flight to operate into and/or

out of Heathrow, such permission ceases to apply if the approved time is not adhered to. No extension will be granted to enable the flight to operate within the night quota period. (II-359/80)

ADVISORY AIRSPACE--ATS ROUTE DELTA WHITE THREE: NOTAM A333/1980 amended the reporting points on certain routes following the changes made in the en-route Holding Patterns published in NOTAM A332/1980. In particular, the mandatory reporting point Start Point (591540N 022200W) was eliminated from ATS route DW3. However, as there is a need for a reporting point in this position, it is proposed to restore Start Point as a mandatory reporting point on DW3, and to make the Holding Point KISTA (593027N 015652W) an "on request" reporting point. This will be effective from 10 July 1980. (II-A393/80)

STANDARD ROUTES TO AIRPORTS WITHIN THE LONDON TMA: Standard routes inbound to London/Heathrow, London/Gatwick, Luton and Stansted from the North are affected by the revised routes promulgated for the Daventry CTA in A308/1980, which were introduced on 12th June, 1980.

2. The standard routes for aircraft inbound to London/Heathrow, Luton or Stansted from the North on Airways A1E or A1/B3 are revised to route via Westcott NDB instead of Kingswood.

3. The standard route for aircraft inbound to London/Gatwick from the North via A1/B3 at FL 90 to FL 120 inclusive is Honiley--Woodley--Midhurst--Mayfield, but occasionally due to activity on EGD. 129 ATC may require aircraft to route additionally via Westcott NDB. (II-A451/80)

MINIMUM CRUISING LEVELS ON ADVISORY ROUTE DELTA BLUE THREE TWO (DB32): As a result of the introduction of a lowered base for Airway Amber One in the vicinity of Cowly (Notam A307/1980 refers), the minimum cruising level restriction (when applicable) on DB32 between Norry and Westcott is now lowered to FL 90. (II-A452/80)

FLIGHT PLAN ANNOTATION--COMPLIANCE WITH MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS): In accordance with Regional Supplementary Procedures, the following requirement came into effect on 2 Nov 1978.

2. For flights intending to operate within North Atlantic MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certified as complying with the MNPS. (II-A502/80)

EDINBURGH AIRPORT: Refuelling times for AVGAS 100LL are now as follows:

1 Oct to 30 Apr 0830 to 1700 (local) Monday through Friday, 0900 to 1200 (local) Saturday, Sunday and Public Holidays.

1 May to 30 Sep 0830 to 1900 (local) Monday through Friday, 0900 to 1700 (local) Saturday, Sunday and Public Holidays.

This fuel is available from Aero Services Tel: 031-334 7660 or 031-334 4695 other times by arrangement plus surcharge to 031-229 5912. (II-A503/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details.)
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

ZAIRE

FIR - KINSHASA:

- Upper limit of CTR of Kinshasa: FL 55
- Coordinates of reporting point APULO: 0547S - 1637E.
- New indicators for the reporting points:

  Route ATS H4 KASAI 0534S-2053E becomes RURGO

  Route ATS A48 KASAI 0834S-2200E becomes SENAL

  Route ATS V3 KASAI 0400N-1900E becomes RIPEP

  Route ATS H10 MARINGA 0007N-2256E becomes RUMLA

  Route ATS J2 MAMBASSA 0118N-2903E becomes ODNAS
  0056S-2755E becomes OGDAM

- Reporting point BUNIA VOR, BORSO, BILID, KINDU VOR and LUB VOR become reporting ATS/MET.

(II-A013/80)

ZAMBIA

LUSAKA F.I.R. NON SCHEDULED FLIGHTS: The Zambian Airspace is now open to all non-scheduled flights except Western Province. Those operators wishing to operate into or over fly Western Province of Zambia must apply to the Commander Zambia National Defense Forces giving ten (10) days Prior Notice and Approval must be received by the applicant before flight is under taken.

The application must include the following:

(a) pilots name
(b) operators name and address
(c) type of aircraft and registration
(d) route or area of operation
(e) purpose of flight dates, timings etc.

All applications are directed to the Commander Z.N.D. Forces. (II-5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES CF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

CYPRUS

LARNACA INTL: Fuel grade 100L is no longer available at Larnaca International Airport. (DOS 7/80)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

IRAQ

WIE and UFN all Iraqi airspace and Iraqi airports are closed for all operations. (See existing NOTAMS) (DOS 9/80)

LIBERIA

Effective June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry and Transportation request all foreign civilian and military registered aircraft (not normal scheduled commercial flights) wishing to overfly or land at Liberian aerodromes compliance with the following provistions: Permission to overfly or land is subject to prior request. Request should be made by mail and should reach civil aviation authorities three weeks prior to operation (or two weeks if request made by telex). Request should include the fillowing:

1. Name, nationality and address of applicant.

2. Aircraft registration marks or service number and nationality of cwners.

3. Type of aircraft.

4. Purpose of flight and nature of cargo.

5. Aerodrome or origin. Date and time of departure. Last aerodrome departed before entering Liberian airspace.

6. Date, time and point of entering Liberian airspace.

7. Date, time and aerodrome of landing in Liberia.

8. Point and time of exit.

9. Date, time and first aerodrome of landing after departing Liberia.

10. Date and time of final destination.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded.

2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission.

3. Approved requests will be void after 24 hours of the date/time of entry.

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

Cancum
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Hermosillo
Matamoros
Merida
Mexicali
Nogales
Nueva Laredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N – 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79)

SPAIN

The American Embassy in Madrid, Spain, advises that bearers of Diplomatic and Official Passports must obtain a visa prior to their arrival in Spain. There are no exceptions to this requirement. Official/Diplomatic passport holders arriving without visas can expect either not be admitted at all, or to suffer interminable delays at the airport which may well interfere with official work schedules or private itineraries. (DOS 9/80)

THAILAND

The American Embassy in Bangkok, Thailand, advises that all U.S. Government Personnel assigned to perform temporary duty in Thailand must obtain an entry visa prior to arriving in Thailand. Travelers arriving without a visa must apply for a transit visa which is valid for only fifteen days. It cannot be extended. To preclude having to leave Thailand after fifteen days, the traveler must obtain a visa prior to arrival. (DOS 9/80)

TURKS AND CAICOS ISLANDS:

Charter, commercial and freight aircraft require 24 hour prior permission to land. Address to: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.)
Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:
(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.
(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.
Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.
The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.

*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish

two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FI300, 340, 380
	Westbound:	FI 320, 360, 400
R 64, One-Way	Westbound:	FI 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FI 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FI 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FI 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FI 310, 350, 390
	Westbound:	FI 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.

The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3432 0800-1700 Monday-Friday; other times call 202-426-3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1990 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:
a) U.K. SOUTH-EAST:
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA: Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
- a) Yugoslavia (except Belgrade), Greece
- b) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
- a) U.K. South-east, Belgium, London/Gatwick
- b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)

Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) France, Switzerland
- c) U.K. North, Netherlands

Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) U.K. North, Netherlands
- c) France, Switzerland

Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
- a) Northern Germany (Federal Republic of Germany)
- b) Stuttgart (via Austria)

Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

EXTENSION OF MANDATORY OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 Oct 1980 all aircraft within the FIR WIEN operating on night VFR flights outside the traffic circuit of aerodromes shall carry on board a SSR transponder meeting the Standards of ICAO Annex 10, Vol I, Part I, item 2.5.
2. The transponder shall have the capability to respond at least to Mode A interrogations and to reply with 4096 codes.
3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.
4. If pilots select on Mode A either Code 7700, 7600, or 7500, this will be indicated on the controllers display automatically.
5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part I, item 13.4. (II-A057/80)

THE BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing; Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: WIE and UFN route and level restrictions will apply to all flights including HAJ flights transitting Bahrain and Jeddah FIRs and enroute to Saudi Arabian Airports.

1. Traffic to/from Iran and Far East:
To OEJD via R58-GOLBI-DHA-A1-SILNO-MAC-OCT R3B-353-JDW FL 310 or above.
From OEJD via B57-BDB-YUSEF-RIY-G53E-DHA or via B57-GAS-PAF FL 290 or below to request level change from Bahrain ACC.

2. Traffic to/from Baghdad Area:
To OEJD via A60-RAH-RAMIL-A60F-HIL-A60 JDW FL 260 unless level change obtained from Bahrain ACC before RAFHA.
From OEJD via A60E-MAD-A60-HIL-A60F-RAH standard flt levels.

3. Traffic to/from Kuwait:

To OEJD via R65-GOLBI-DHA-A1-SILNO-RIY (or as directed by RIYADH ATC) -PGB-G53-JDW FL 310 or above or via PAF-B54-NEVOM-HIL-A60-JDW FL 310.

From OEJD via JDW-B57-GAS-PAF FL 290 and below to request level change.

From Bahrain ACC or FL 290 and above if previously ATC coordinated by BIR-DARB.

4. Westbound traffic overflying Jeddah FIR from HAIL HIL VOR via Awy W4 FL280 and 350 or above. (II-139/80)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BAHRAIN FIR: The Smallpox vaccination is no longer required for arrival in Bahrain, Oman and Qater Airports. (II-110/80)

BAHRAIN FIR: Visual Reporting Point UMM SAID has been redesignated SOUTH POINT. (II-118/80)

BAHRAIN: Low Lead AVGAS 100LL now available at BAHRAIN INTL airport. Inquiries concerning specification should be made to B.P. P. O. Box 299 Bahrain. (II-123/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable: all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as 363 W.

(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water. (II-A036/79)

BERMUDA

SPECIAL NOTICE: FUELING AT BERMUDA-Non-scheduled commercial flights/corporate aircraft/private aircraft-be advised that fuel uplift in Bermuda must be arranged and confirmed with the appropriate refueling company prior to the commencement of a flight to Bermuda. (II-2/79)

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

ATS ROUTE B 23 - SEA ISLE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the ATS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

CANADA

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

CHILE

SANTIAGO FIR: With effect from JUN/12th/1980, in AWY A5 from 30 NM to the North of TBN (NDB) non directional radio beacon, will be increased the controlled airspace to the East of the AWY A5 in 5 additional NM. The additional controlled airspace before mentioned it is protected to the South to join with the controlled airspace of UMKAL 1 procedure (STAR 1). (II-A46/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;
   (10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

   Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.
3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.
4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

NOTIFICATION OF ESTABLISHMENT OF AIR CORRIDOR IN KUNMING AND REROUTING OF GAOYAO-KUNMING AND NANNING-LAOLIANGCANG ROUTE SEGMENTS:

1. Kunming Air Corridor

(1) Kunming Aerodrome (VOR) - Luxi (NDB), Width 10Km.

(2) Inbound aircraft from or outbound aircraft towards the direction of Hongkong, Guangzhou and Nanning and aircraft overflying Kunming from or towards the direction referred to above are to follow this corridor.

(3) Flight altitude within the air corridor: Outbound 6,000m (QNE); Inbound 5,700m (QNE). Aircraft overflying Kunming

must proceed along the air corridor, maintaining assigned enroute altitude.

(4) Navigational aid: Luxi NDB coordinates N24°31'E103°45', ident ZN, frequency 387Khz, hour of operation HO.

(5) Heading (M) and distance: Kunming (VOR)-Luxi (NDB) 118°/298° 115km.

(6) ATC requirements

a. Before entry into the air corridor aircraft must establish contact with Kunming Tower, taking the initiative in reporting flight conditions and follow its instructions.

b. Aircraft overflying Kunming must proceed along the air corridor maintaining assigned enroute altitude, establish contact in time with Kunming Tower and follow its instructions.

c. Aircraft within the air corridor may make ascent or descent when so cleared by the tower.

2. Re-routing of Route Segments

(1) The Gaoyao-Bose-Kunming segment of Guangzhou-Kunming route will be rerouted as Gaoyao-Laibin-Bose-Luxi-Kunming (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Gaoyao NDB-Laibin NDB 284°/104° 339km-Bose NDB 275°/95° 265km-Luxi NDB 284°/104° 304km-Kunming VOR 298°/118° 115 km.

b. Cruising level: Gaoyao-Kunming FL110m, Kunming-Gaoyao FL100m.

c. Minimum safe altitude: Gaoyao-Laibin 193m, Laibin-Bose 1626m, Bose-Luxi 3101m, Luxi-Kunming 3509m.

d. Navigational aid: Laibin NDB coordinates N23°44'E109°14', ident KC, frequency 393Khz, hour of operation HO.

(2) The Nanning-Laoliangcang segment of Nanning-Wuhan route will be re-routed as Nanning-Laibin-abeam Guilin-Laoliangcang (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Nanning NDB-Laibin NDB 42°/222° 166km-abeam Guilin NDB 33°/213° 197km-Laoliangcang NDB 33°/213° 370km.

b. Minimum safe altitude: Nanning Laibin 1960m, Laibin-Laoliangcang 2741m.

The above notification will become applicable from 1601Z on April 29, 1980. (II-03/80)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

DOMINICAN REPUBLIC

SANTO DOMINGO FIR-NEW ATS REPORTING POINT: With effect December 29, 1977, at 0001, a new reporting point has been implemented on route A-16:

COORDINATES -16°00'00"N 70°44'31"W
DESIGNATOR -VESKA
COMPULSORY AT ALL LEVELS
(II-10/80)

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-62/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-68/80)

DOMINICAN REPUBLIC: With immediate effect until further notice, all SSB Transponder equipped aircraft flying within MDSD FIR before entering MJSJ FIR will operate code 2100 when flying FL 240 or above and code 1100 when flying FL 230 or below, if possible. (II-36/80)

DOMINICAN REPUBLIC: All aircraft on route from MDSD and destined to Europe must fly B20 to reporting point ANTEX before entering MJSJ FIR and then continue the planified route. (II-37/80)

SPECIAL NOTICE: The only requirement for private aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata, is sending the corresponding flight plan.

The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata must solicit a permission with at least 72 working hours in advance, via cable, to DIRACIV, Santo Domingo, Dominican Republic. (II-58/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab

tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

FINLAND

KRUUNUPYY AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

> Fuel grade JET A-1 is now available at Kruunupyy aerodrome. (II-50/80)

PORI AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

> The distribution of fuel grade JET A-1 has been discontinued. (II-51/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:

-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.

-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hagd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:

-date of flight

-aircraft identification (Item 7)

type of aircraft (Item 9)

-aerodrome of departure and estimated time of departure (Item 13)

-route (Item 15)

-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt

(Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

CHANGE OF OPERATIONAL PROCEDURES IN RHEIN UIR: With effect from 10 JUL 1980 the following changes of operational procedures will be implemented.

Maintenance of a smooth flow of air traffic via reporting point Tango (TGO) demands that aircraft entering the upper airspace of the Federal Republic of Germany from Zurich UIR and proceeding to the airports Bremen, Dusseldorf, Koln-Bonn and Munster-Osnabruck, be cleared exclusively via standard route TRA-UA9-FFM.

The modified standard routes are published in AIP I RAC-2-6. (II-86/80)

TRAFFIC FLOWS TO OR THROUGH GREECE VIA BUGAC-KELEBIA-HUMAR:
1. Introduction
1.1 New procedures for management of the Air Traffic Flow to or through Greece via BugacKelebia-Humar have been agreed between the states Austria, Czechoslovakia, Denmark, the German Democratic Republic, Finland, Hungary, Norway, Poland, and Sweden.
1.2 The procedures will be applied on 01 July 1980, 0001 GMT.
2. Procedures
2.1 Where Repetitive Flight Plans do not exist, aircraft operating agencies/pilots planning operations to or through Athinai FIR via Bugac-KelebiaHumar should file their respective individual Flight Plans at least 3 hours prior to estimated time of departure.
2.1.1 Such Flight Plans shall also be addressed to LOWWYU.
2.1.2 Revisions to and cancellations of Repetitive Flight Plans and individual Flight Plans shall also be addressed to LOWWYU.
2.2 To avoid en-route holdings or intermediate landings aircraft operating agencies/pilots should, whenever Athinai ACC applies acceptance rates for the point Humar, request not earlier then 2 hours prior to the estimated time of departure an En-route Time Slot for the point Bugac indicating in the request the earliest possible time of arrival over the point Bugac.
2.2.1 Such requests shall be addressed to ETBSZG.
2.3 Slot Times for Bugac will be allocated by the Air Traffic Flow Management Unit Vienna and will be expressed as a four-digit time group and will allow for a tolerance of plus/minus 10 minutes for the flight concerned to arrive over Bugac.
2.3.1 Pilots should arrange their flight so as to arrive over Bugac as close as possible to the allocated Slot Time. Pilots of flights who are unable to meet an allocated Slot Time should immediately advise the appropriate air traffic services unit and request a revised Slot Time.
2.4 The following types of flights will be exempted from traffic flow restrictions:
a) Flights known or believed to be in a state of emergency (including flights subjected to unlawful interference)
b) Flights operating for humanitarian reasons
c) Flights on search and rescue missions
d) Flights with a "Head of States" status
e) Cargo flights carrying live-stock.
(II-37/80)

AIRWAY A4 RADAR VECTORING- With effect from the 07 August 1980, the airspace between the reporting points Starling and Segal within which aircraft bound for Copenhagen may be radar vectored by Copenhagen ACC will be changed as follows:
545500N 125100E - 545500N 130000E -
544400N 130130E - 543820N 125130E -
544400N 123100E - 545500N 125100E.
(II-43/80)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444-RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444-RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444-RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR.
(II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

LGD 64 - KASSANDRA, REVISION OF LATERAL LIMITS: On the AIRAC date of 7 August 1980 the lateral limits of LGD 64 Kassandra will be revised as follows:

401600N 232200E - 400800N 232500E -
401000N 233000E - 401600N 232800E.
(II-17/80)

ALEXANDROUPOLIS: Refueling T.F. JET A1 and P.F. 100LL not available. (I-622/80)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers).
(II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the

Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

      i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

      ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

   c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

      i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

      ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

      iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

   d. Flights operating predominantly in North-South direction:

      i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along

A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inaqua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inaqua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inaqua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

CAUTION: Night flying in Haiti can be hazardous due to exceptionally precipitous mountainous terrain, lack of visual cues and relatively low landing areas. Severe updrafts and downdrafts, abrupt changes in wind direction and velocity and severe turbulence may be encountered.

VFR night flying should be conducted at or above charted minimum en route altitudes since ground reference is minimal and mountains may blend with cloud formations.

Safety of flight in mountainous areas demands proper planning and a knowledge of the hazards associated with flying in these areas. (FAA)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG

1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's.

2. Route description:

i) Southbound route -Guangzhou - Shilong ("LQ" NDB) - 2232N 11406E (RUMET) - "HKG" NDB - "CH" VOR - Hong Kong. Transfer-of-control is at RUMET.

ii) Northbound route - Hong Kong - "CH" VOR -2221.5N 11352E (TEGAL) - 2224.5N 11348E (Neilingding Dao) - Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL.

(NOTE: Aircraft overflying Guangzhou to the direction of Kumming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.)

3. Communication procedure: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMET).
(II-A17/80)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft.
(II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions.
(II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scalloping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz. (II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course.
(II-1/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL.
(II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.

2. On trial basis it is in force the following:

a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;

b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:

a. until crossing FL100 departing from aerodromes located within Milano TMA;

b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.
(II-3/80)

IDENTIFICATION OF SIGNIFICANT POINTS IN ROMA, MILANO, BRINDISI FIR/UIR:

1. The following significant points within ROME FIR will be changed as shown:

Present Designator	Coordinates	New Desig.	Remarks
A14/C	4109N 1452E	AMSOR	A14
PANDA	4216N 1340E	ANEDA	G23
QUEBEC	4148N 0958E	BEKOS	G23N
BENNY	4103N 1440E	BENTO	NAPOLI CTR
A13/A	4012N 1301E	BEROL	A13
CENTO	4112N 1010E	CENTU	G2323
DELTA	4130N 1210E	ELVIN	AA1-ROMA TMA
EASY	4122N 1146E	ESINO	G14-ROMA TMA
DEALER	4011N 1406E	DELER	A1
U/R46/C	4222N 1013E	GILET	R46
LEONE	4308N 1245E	LEONN	A15
PAPA	4148N 1108E	MAMAR	ROMA TMA
ALPHA	4202N 1124E	MEDAL	A1-ROMA TMA
NORA	4316N 0959E	NORNI	A1E
PUMA	4202N 1255E	PEMAR	G23-ROMA TMA
QUEEN	4011N 1033E	QUEEN	G14
BRAVO	4148N 1143E	RAVAL	A1-ROMA TMA
ECHO	4113N 1232E	RIFFI	A1-ROMA TMA
U/R46/B	4211N 1052E	ROTIR	R46-ROMA TMA
FOX	4048N 1112E	ROXAN	G14
EAGLE	4018N 1320E	TAGEL	DW17
HOTEL	4102N 0934E	TALIN	G23
INDIA	4126N 1056E	TINTO	G23-ROMA TMA
CHARLIE	4136N 1201E	TORLI	A1-ROMA TMA
TURO	4052N 1152E	TURMO	DW4-ROMA TMA
KILO	4134N 1124E	VALMA	G23-ROMA TMA

2. Significant points already modified:

Present desig.	Coordinates	New desig.
U/G8/A	3827N 1900E	BAMBI
CRAY	4134N 1803E	CRAYE
DRAKE	3630N 1418E	DIRKA
TI	3744N 1056E	INDOR
CUTTLE	4233N 1559E	KATTI
CRAB	4401N 1355E	KERAB
LATON	3915N 1900E	LATAN
U/A1/F	3724N 1900E	LORNO
MARCO	4552N 0938E	MARCO
FIR BDRY R/UR22	4516N 1300E	ROTAR
SILLIAN	4645N 1225E	SOLNI
TIGER	4004N 1900E	TIGRA
FISH	4334N 1426E	TORPO
TUNA	4301N 1516E	TUNAL
TP	4052N 1152E	TUPAL
TN	3802N 1017E	NOLSI
U/A9/C	3815N 0947E	OSMAR
TE	3651N 1130E	ROLBA

3. Other significant points will be modified by further NOTAM. (II-30/80)

JAMAICA

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.
Within Tokyo FIR: 1200Z-1700Z
Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

CHANGE OF MEA ON AIRWAY R-11: WEF 1501 GMT 9 July 1980, a part of MEA on airway R-11 will be changed as follows:

GTC 328° $\frac{\text{40NM}}{\text{5000}}$

GTC 40 DME Fix $\frac{\text{60NM}}{\text{9000}}$ 148° CFH

(II-128/80)

ESTABLISHMENT OF DIRECT ROUTES: WEF 0000 GMT 7 AUG 1980, direct routes will be established as follows:

HPE 017° 15NM/6000 HPE 15 DME 62NM/10000 197° MW

HPE 063° 10NM/5000 HPE 10 DME 36NM/9000 243° MQE

HPE 187° 20NM/5000 HPE 20 DME 44NM/6000 007° MX

HPE 218° 15NM/5000 HPE 15 DME 42NM/9000

YTE 15 DME 15NM/7000 038° YTE

HPE 234° 12NM/5000 HPE 12 DME 43NM/9000

MMV 55NM/9000 GTC 20 DME

20NM/4000 054° GTC

HPE 296° 15NM/5000 HPE 15 DME 17NM/7000 TWV

21NM/6000 116° ATE

Remarks: HPE--MQE and HP--ATE of present direct routes will be abolished concurrently. (II-159/80)

Commissioning of Runway 3000m at Kugoshima airport

WEF 2230 GMT 1 Oct 1980, runway extended to 3000m at Kagoshima airport will be commissioned as follows.

1. Aerodrome reference point will be relocated to 31°48'00"N/130°43'18"E. Elevation 271.6m (891 ft.)

2. Runway 16/34 physical characteristics:

3000x45m (9840x150') Asph-Concrete Runway

60x45m (200x150') Asph-Concrete overrun

3120x300m (10240x980') Strip

Runway Strength - SIWL 43000kg (94800 lb)

(II-202/80)

Abolishment of Non-Compulsory Reporting Point and Direct Route

WEF 1501 GMT 1 Oct 1980, following non-compulsory reporting point and direct route will be abolished:

Non-compulsory reporting point: SEAKING (SKG)

Direct Route:

SEAKING (SKG) 052° $\frac{\text{44NM}}{\text{6000}}$ TOSA (TSA)

$\frac{\text{35NM}}{\text{6000}}$ 232° GBE VOR (II-203/80)

Relocation of Non-Compulsory Reporting Point

WEF 1501 GMT 1 Oct 1980, non-compulsory reporting point will be relocated as follows.

Takeshima (TSM) 333025N 1342244E:

Brg/Dist from NAVAIDS:

099°/35±NM fm KRO (MRA 8000 ft.)

099°/35NM fm KR

063°/82NM fm SUC

061°/82NM fm SU
243°/44NM fm GBE
(II-204/80)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

SPECIAL NOTICE: Reporting points OSCAR with coordinates 284200N 481800E and reporting point LIMA 285400N 481300E is to be cancelled. (II-22/80)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

ROBERTS INTL AIRPORT/LIBERIA: AVGAS 100/130 completely withdrawn until further notice. (II-4/80)

PROVISIONS FOR NON-SCHEDULED FLIGHTS:

Effective as of June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry & Transportation request that all Foreign Civilian and Military Registered aircraft wishing to overfly or land at Liberia's Aerodromes should comply with the following provisions. These provisions however, do not apply to normal scheduled commercial flights. Permission to overfly Liberia's Airspace or land at its Aerodromes is subject to prior request and approval. Request by mail should reach the Civil Aviation Authorities three (3) weeks before operation or if the request is made by telex two (2) weeks is required.

The request should include the following details:

1. Name, Nationality and address of applicant;
2. Aircraft registration marks or service number and Nationality of owners;
3. Type of aircraft;
4. Purpose of flight and nature of load;
5. Aerodrome of origin, date and time of departure;
6. Last aerodrome of departure before entering Liberia airspace, point and time of entering Liberia airspace - date time;
7. Aerodrome of landing in Liberia - date and time;
8. Point and time of exit;
9. First aerodrome of landing after leaving Liberia - date and time;
10. Final destination - date and time.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded;
2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission;
3. Aircraft not in possession of permission are liable to be dealt with severely;
4. Aircraft in possession of permission are required to stick as far as practicable to the approved timing;
5. Approved requests will be void after 24 hours of the date/time of entry.

The Civil Aviation Administration therefore, request that all concerned MUST strictly adhere to the above regulations. (AIC 04/80)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E--32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:

   UNL

   GND
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRC", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

REMOVAL OF RESTRICTIONS ON AIRCRAFT REGISTERED IN ZIMBABWE:

1. With immediate effect, the restriction previously existing under which aircraft registered in or owned by Zimbabwe (formerly Rhodesia) or any other aircraft destined for or departing from Zimbabwe were not permitted to fly over Libyan territory or land within the S.P.L.A.J. is removed. (II-A036/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements

within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

ESTABLISHMENT OF ROUTE SEGMENT PENANG-KOTA BHARU OF AIRWAY GREEN 68 KUALA LUMPUR FIR

1. INTRODUCTION:

1.1 WEF 0001Z on 2 October 1980, ATS route designated Green 68 (Medan-Penang) shall be extended from Penang VOR (VPG) to Kota Bharu VOR (VKB) as an airway.

2. CHARACTERISTICS OF THE AIRWAY:

2.1 Type: Airway (/IV)

2.2 Airway centreline: A straight line joining Penang VPG and Kota Bharu VKB VORs.

2.3 Lateral limits: The airway shall have a width of 20 NM throughout i.e. 10 NM on either side of the airway centreline.

2.4 Vertical limits: The vertical limits of the airway and the reporting points are shown in Appendix A.

3. SEPARATION MINIMA

3.1 10 minutes longitudinal separation shall be applied between aircraft of same TAS and level.

4. CONTROLLING AUTHORITY

4.1 Penang-Kota Bharu Route Segment of G68. The controlling authority shall be Kuala Lumpur ACC, or Butterworth APP, as appropriate.

4.2 Delegation of Authority: The controlling authority for the short route segment of G68 cutting across the southern part of the Bangkok FIR shall be Kuala Lumpur ACC.

4.3 ATS Units, Callsigns and Frequencies:
Kuala Lumpur ACC-Lumpur Control-132.8/132.6 MHz.
Butterworth APP-Butterworth Approach-133.1 MHz.

5. FLIGHT PLAN REQUIREMENTS

5.1 Aircraft intending to operate along the route segment Penang-Kota Bharu shall submit flight plans at least one hour before their estimated time of departure. (II-14/80)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 59
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
Magnetic Track: 125°
Lateral limit: 5 miles either side
Distance: 67
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control
Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
Magnetic Track: 164°
Lateral limit: 5 miles either side
Distance: 57
Type of Service: ATC service
Upper/lower limit: FL460/11,500
MEA: 11,500
Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound.
(II-A10/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

NEW ZEALAND

NANDI - NAURU - TONIK: ATS ROUTE B77: The ATS Route B77 Nandi-Nauru-Tonik becomes effective 7 August 1980. The 5 letter name-code designators and reporting point coordinates within the Nandi FIR are listed below:

GUSMA	16°14'04"S	176°28'29"E
ATRAS	9°48'49"S	172°27'39"E
BULRO	5°42'47"S	170°00'00"E

Tracks and distances between reporting points are as follows:

NANDI VOR	- GUSMA	316°M	100NM
GUSMA	- ATRAS	317°M	450NM
ATRAS	- BULRO	318°M	285NM
BULRO	- NAURU	319°M	360NM

The Nandi-Nauru section of ATS Route B77 will be included in next edition of NZ-RNC3. (II-28/80)

FALEOLO - PAGO PAGO - FALEOLO: NEW ROUTE With effect from 30 September 1980, the following route structure is authorized:

Route Designator: ZULU ROUTE.

Tracks, distances and MSA between reporting points are as follows:

Faleolo VOR MSA 3194FT.	COCO REP	045°MAG	18NM
COCO REP MSA 1500FT.	COLA REP	045°MAG	13NM
COLA REP MSA 3300FT.	PAGO PAGO NDB	124°MAG	68NM

COLA REP position: 13°32'18"S 171°32'32"W.

The NZ-TAC 7 and Planning Manual will be amended later. 69/1/12 ADCA (FO)

Issued pursuant to Regulation 8A of the Civil Aviation Regulations 1953.
(II-B37/80)

ESTABLISHMENT OF ATS ROUTE: TONGA-RAROTONGA With effect from 0001 GMT 1 October 1980, ATS route B98 was extended from Tonga to Rarotonga.

The five-letter name-code designators and reporting point coordinates are:

VISIK	21°18'38"S 171°43'37"W On Nandi/Auckland OCA/FIR (Cook Sector) boundary.
NOPAN	21°20'58"S 165°00'00"W In Auckland OCA/FIR (Cook Sector).

Tracks and distances between reporting points are:

Rarotonga VOR	- NOPAN	255°MAG	291NM
NOPAN	- VISIK	257°MAG	377NM
VISIK	- Tonga NDB	259°MAG	196NM

Revised pages to the NZAIP-Planning Manual will be issued and the Tonga-Rarotonga section of ATS Route B98 will be added to NZ-RNC3. (II-B40/80)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:

a. Position, flight level and time at which the deviation from the route is expected to be made.

b. Direction and distance upto which the aircraft is likely to deviate from the route.

c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-3/80)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-12/80)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test. (II-3/80)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft, Mode A/3 Code 1200. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

REQUIREMENT FOR GENERAL AVIATION PILOTS FILING IFR FLIGHT PLANS: For strict compliance by all concerned, effective immediately, all general aviation pilots filing IFR flight plans shall certify on the available space on the face of the flight plan that both pilot and aircraft are IFR rated. (II-AIC 4/80)

DECOMMISSIONING OF LORAN-A STATIONS: As of 1 July 1980, the following LORAN-A stations operated by the Philippine Coast Guard has been decommissioned:

1. LORAN Station Batan---------2H3/2H$
2. LORAN Station Catanduanes--2H4
3. LORAN Station Naulo Point--IL6
4. LORAN Station Talampulan---IL6/IL7
5. LORAN Station Tarumpitao---IL7

(II-27/80)

PORTUGAL

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE: For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

SANTA MARIA OCEANIC FIR-PLAN DATA
1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES; In view of reported air traffic

incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.
1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;
2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;
3. Requests for clearances should include the following information:
a. Call sign;
b. Present and requested flight level;
c. Coordinates of OCA entry point and an accurate estimate for this point, and;
d. Any change to filed Flight Plan.
4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. ROUTE DESIGNATION
1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67); 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. FLIGHT LEVEL UTILIZATION
2.1 Appropriate to direction of flight.

3. FLIGHT PLANNING
3.1 Flights to/from/over the Caribbean area estimated to cross 30W:
3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;
3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.
3.2 Random flight planning during other hours is acceptable.
3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.
3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. AIR TRAFFIC PROCEDURES
4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;
4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.
4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.
4.4 AIC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.
4.5 Aircraft operating on the defined route system shall report over the latitude/-longitude points specified in 1.1 or 1.2 above.
(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:
1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.
2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.
3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAC SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

TENERIFE AD. - FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. - UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRB (RAC 3.2-27 REF) is established as shown below:

	TUDELA INT 4159N 0132W		
		056 236	78 144
UIR MADRID UIR FRANCIA	UIRB 4248N 0009W		

PINA INT is cancelled on this airway. (II-277/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SWEDEN

FUEL AVAILABILITY: The following airports no longer have 100 octane fuel available: Jonkoping, Karlstad, Norrkoping/Kungsangen, Stockholm/Bromma, Sundsvall/Harnosand, and Umea. (AIP 277)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TANZANIA

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100LL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWO paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from Zimbabwe are permitted to overfly, land in, or depart from Tanzania. in accordance the provisions governing foreign registered aircraft contained in AIP Tanzania FAL SECTION. (II-A42/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and CLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

REGULATIONS FOR SMALL AIRCRAFT AND HELICOPTERS FLYING NON-SCHEDULED FLIGHT

During declaration state of national emergency, subject to the provision Article 89 of the Chicago Convention, small aircraft and helicopters of the Contracting States of the Convention of International Civil Aviation intending to fly non-scheduled flight to/from Thailand must submit an application to the Department of Aviation not less than 15 days prior to flight commencement. Such application must contain the following particulars:

1. Number and Type of Aircraft
2. Identification/Nationality and Registration of the Aircraft
3. Flight Rule and Status

4. Route Schedule
5. Date/Times entry/exit BKK FIR boundaries
6. Date/Times of Arrival/departure (In case of landing in Thailand)
7. Airways to be used via BKK FIR
8. Alternate Aerodrome
9. Speed
10. Level
11. Endurance
12. Passenger on board
13. Crew
14. Purpose of landing
15. Purpose of flight
16. Owner & address

Other small aircraft and helicopters of Non-Contracting States of the Convention on internation Civil Aviation desiring to fly in transit non-stop across Thailand or to land in Thailand for non-traffic purposes must apply and obtain prior permission through diplomatic channel. The application according to the above mentioned regulation must contain all the above particulars 1 - 16.

This AIC will come into effect from 20th June 1980. (AIC-3/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

DUBAI INTL: With effect from 15 July 1980 the fuel grades available at Dubai Intl airport are as follows: AVGAS - 100LL and JET A1 only. (II-106/80)

RAS AL KHAIMAH: The Smallpox vaccination is no longer required for arrival at Ras-Al-Khaimah Intl airport. (II-108/80)

SHARJAH: The Smallpox vaccination is no longer required for arrival at Sharjah Intl airport. (II-109/80)

UNITED KINGDOM

PEAK PERIOD ROUTES AND AIRWAYS AMBER THREE FOUR WEST/UPPER AMBER THREE FOUR WEST AND WHITE ONE TWO/UPPER WHITE ONE TWO: From 1st May, 1980 Peak Period Routes A34W/UA34W and W12/UW12 will be active from 1200 GMT on Fridays to 0700 GMT on Mondays and from 1200 GMT on the days preceding to 0700 GMT on the days following Public Holidays. The routes may not be available at certain times due to military activity and these times will be published by NOTAM Class One. The availability of A34W/UA34W/W12/UW12 between 1200 GMT and 1700 GMT on Fridays and the days preceding Public Holidays is also subject to agreement on that day between the ATC Authorities of France and the United Kingdom and non-availability will be notified by NOTAM Class One. (II-A255/80)

LONDON/HEATHROW AIRPORT--NIGHT MOVEMENT RESTRICTIONS: Until further notice no landings or take-offs by non-scheduled operators are permitted within the night quota times notified in NOTAM A184/1980. All non-scheduled operators and handling agents must note that when permission is granted for a flight to operate into and/or out of Heathrow, such permission ceases to apply if the approved time is not adhered to. No extension will be granted to enable the flight to operate within the night quota period. (II-359/80)

ADVISORY AIRSPACE--ATS ROUTE DELTA WHITE THREE: NOTAM A333/1980 amended the reporting points on certain routes following the changes made in the en-route Holding Patterns published in NOTAM A332/1980. In particular, the mandatory reporting point Start Point (591540N 022200W) was eliminated from ATS route DW3. However, as there is a need for a reporting point in this position, it is proposed to restore Start Point as a mandatory reporting point on DW3, and to make the Holding Point KISTA (593027N 015652W) an "on request" reporting point. This will be effective from 10 July 1980. (II-A393/80)

STANDARD ROUTES TO AIRPORTS WITHIN THE LONDON TMA: Standard routes inbound to London/Heathrow, London/Gatwick, Luton and Stansted from the North are affected by the revised routes promulgated for the Daventry CTA in A308/1980, which were introduced on 12th June, 1980.
2. The standard routes for aircraft inbound to London/Heathrow, Luton or Stansted from the North on Airways A1E or A1/B3 are revised to route via Westcott NDB instead of Kingswood.
3. The standard route for aircraft inbound to London/Gatwick from the North via A1/B3 at FL 90 to FL 120 inclusive is Honiley--Woodley--Midhurst--Mayfield, but occasionally due to activity on EGD. 129 ATC may require aircraft to route additionally via Westcott NDB. (II-A451/80)

MINIMUM CRUISING LEVELS ON ADVISORY ROUTE DELTA BLUE THREE TWO (DB32): As a result of the introduction of a lowered base for Airway Amber One in the vicinity of Cowly (Notam A307/1980 refers), the minimum cruising level restriction (when applicable) on DB32 between Norry and Westcott is now lowered to FL 90. (II-A452/80)

FLIGHT PLAN ANNOTATION--COMPLIANCE WITH MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS): In accordance with Regional Supplementary Procedures, the following requirement came into effect on 2 Nov 1978.

2. For flights intending to operate within North Atlantic MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certified as complying with the MNPS. (II-A502/80)

EDINBURGH AIRPORT: Refuelling times for AVGAS 100LL are now as follows:

1 Oct to 30 Apr 0830 to 1700 (local) Monday through Friday, 0900 to 1200 (local) Saturday, Sunday and Public Holidays.

1 May to 30 Sep 0830 to 1900 (local) Monday through Friday, 0900 to 1700 (local) Saturday, Sunday and Public Holidays.

This fuel is available from Aero Services Tel: 031-334 7660 or 031-334 4695 other times by arrangement plus surcharge to 031-229 5912. (II-A503/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	P56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details.)
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY
(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:
1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.
(AIC 2/79)

ZAIRE

FIR - KINSHASA:

- Upper limit of CTR of Kinshasa: FL 55
- Coordinates of reporting point APULC: 0547S - 1637E.
- New indicators for the reporting points:

  Route ATS H4 KASAI 0534S-2053E becomes RURGC

  Route ATS A48 KASAI 0834S-2200E becomes SENAI

  Route ATS V3 KASAI 0400N-1900E becomes RIPEP

  Route ATS H10 MARINGA 0007N-2256E becomes RUMLA

  Route ATS J2 MAMBASSA 0118N-2903E becomes ODNAS
  0056S-2755E becomes OGDAM

- Reporting point BUNIA VOR, BORSO, BILID, KINDU VOR and LUB VOR become reporting ATS/MET.

(II-A013/80)

ZAMBIA

LUSAKA F.I.R. NON SCHEDULED FLIGHTS: The Zambian Airspace is now open to all non-scheduled flights except Western Province. Those operators wishing to operate into or over fly Western Province of Zambia must apply to the Commander Zambia National Defense Forces giving ten (10) days Prior Notice and Approval must be received by the applicant before flight is under taken.

The application must include the following:
(a) pilots name
(b) operators name and address
(c) type of aircraft and registration
(d) route or area of operation
(e) purpose of flight dates, timings etc.
All applications are directed to the Commander Z.N.D. Forces. (II-5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

CYPRUS

LARNACA INTL: Fuel grade 100L is no longer available at Larnaca International Airport. (DOS 7/80)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

IRAQ

WIE and UFN all Iraqi airspace and Iraqi airports are closed for all operations. (See existing NOTAMS) (DOS 9/80)

LIBERIA

Effective June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry and Transportation request all foreign civilian and military registered aircraft (not normal scheduled commercial flights) wishing to overfly or land at Liberian aerodromes compliance with the following provisions: Permission to overfly or land is subject to prior request. Request should be made by mail and should reach civil aviation authorities three weeks prior to operation (or two weeks if request made by telex). Request should include the fillowing:

1. Name, nationality and address of applicant.

2. Aircraft registration marks or service number and nationality of owners.

3. Type of aircraft.

4. Purpose of flight and nature of cargo.

5. Aerodrome or origin. Date and time of departure. Last aerodrome departed before entering Liberian airspace.

6. Date, time and point of entering Liberian airspace.

7. Date, time and aerodrome of landing in Liberia.

8. Point and time of exit.

9. Date, time and first aerodrome of landing after departing Liberia.

10. Date and time of final destination.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded.

2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission.

3. Approved requests will be void after 24 hours of the date/time of entry.

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

Cancun
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Hermosillo
Matamoros
Merida
Mexicali
Nogales
Nueva Laredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79)

SPAIN

The American Embassy in Madrid, Spain, advises that bearers of Diplomatic and Official Passports must obtain a visa prior to their arrival in Spain. There are no exceptions to this requirement. Official/Diplomatic passport holders arriving without visas can expect either not to be admitted at all, or to suffer interminable delays at the airport which may well interfere with official work schedules or private itineraries. (DOS 9/80)

THAILAND

The American Embassy in Bangkok, Thailand, advises that all U.S. Government Personnel assigned to perform temporary duty in Thailand must obtain an entry visa prior to arriving in Thailand. Travelers arriving without a visa must apply for a transit visa which is valid for only fifteen days. It cannot be extended. To preclude having to leave Thailand after fifteen days, the traveler must obtain a visa prior to arrival. (DOS 9/80)

TURKS AND CAICOS ISLANDS:

Charter, commercial and freight aircraft require 24 hour prior permission to land. Address to: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.) Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick CACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.
*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: Effective 0001Z 30 October 1980 within the New York Oceanic Airspace, the minimum lateral separation applicable between aircraft which meet the minimum navigation performance specifications (MNPS) and which operate within North Atlantic Airspace will be reduced to 60NM.

In addition, 60NM between aircraft which meet minimum navigation performance specifications (MNPS) and which operate in MNPS airspace or while within the New York Oceanic area are transitioning to or from MNPS airspace at MNPS flight levels. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.

The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3432 0800-1700 Monday-Friday; other times call 202-426-3390). Subscriptions for this publication should NOT be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES--As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:

a) U.K. SOUTH-EAST:
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
- a) Yugoslavia (except Belgrade), Greece
- b) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
- a) U.K. South-east, Belgium, London/Gatwick
- b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)

Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) France, Switzerland
- c) U.K. North, Netherlands

Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) U.K. North, Netherlands
- c) France, Switzerland

Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
- a) Northern Germany (Federal Republic of Germany)
- b) Stuttgart (via Austria)

Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

EXTENSION OF MANDATORY OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 Oct 1980 all aircraft within the FIR WIEN operating on night VFR flights outside the traffic circuit of aerodromes shall carry on board a SSR transponder meeting the Standards of ICAO Annex 10, Vol I, Part I, item 2.5.
2. The transponder shall have the capability to respond at least to Mode A interrogations and to reply with 4096 codes.
3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.
4. If pilots select on Mode A either Code 7700, 7600, or 7500, this will be indicated on the controllers display automatically.
5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part I, item 13.4. (II-A057/80)

THE BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: With effect from 1 March 1979 until further notice naval gun/missile firing will take place within the following area: Lateral Limits: Area bounded by straight lines joining the following coordinates--2446N 5848E, 2446N 5908E, 2424N 5904E, 2428N 5842E, 2446N 5848E; Vertical Limits: Surface to FL 400; Type of Activity: Sea-to-Air Gun/Missile FIRing: Remarks: Active Sundays and Tuesdays 0800/1000 hrs. (II-008/79)

BAHRAIN FIR--DHOFAR AIR DEFENCE IDENTIFICATION ZONE: With effect from 1 March 1979 revised procedures for the Dhofar Air Defence Identification Zone (ADIZ) will be implemented as described in this NOTAM: Name: Dhofar ADIZ; Lateral Limits: Area bounded by straight lines joining successively the following coordinates: 1627N 5310E, 1540N 5330E, 1635N 5500E, 2000N 5500E, 1930N 5330E, 1800N 5350E, 1640E 5350N, 1627N 5310E; Vertical Limits: Ground Level/MSL to unlimited; Hours of Operation: H24; Air Defence Clearance: In addition to overflight/landing regulations published by the DGCA all aircraft intending to penetrate the ADIZ are required to obtain air defence clearance. Air defence clearance will be issued after receipt of a flight plan. Aircraft departing Muscat (SEEB), Salalah, or Thumrait may obtain air defence clearance via ATC before takeoff. Flight plans should be filed with an Oman ATS unit not less than 30 minutes before ETA ADIZ boundary. Insert ADIZ boundary estimate in Item 18 of the flight plan. Addressee "OOMSYX" should be included in the addressee indicator section of the flight plan. Entry Procedures: The minimum permitted ADIZ entry altitude is 8000 ft. (Salalah QNH). Prior to entering the ADIZ radio communication must be established with "Thumrait Radar" on 125.0 MHz at least 5 minutes prior to ADIZ penetration. In the event of radio communications failure, aircraft are to proceed in accordance with their flight plan and be prepared for interception. Aircraft deviating without notification will be liable for interception. A tolerance of 15 minutes from the last notified ADIZ boundary estimate is permitted. Interception: In accordance with ICAO Annex 2 procedures and signals. (II-009/79)

BAHRAIN: Until further notice piston engined aircraft cannot be supplied with aviation gasoline unless the operating company has an existing contract with the supplier. (II-034/79)

BAHRAIN FIR: WIE and UFN route and level restrictions will apply to all flights including HAJ flights transitting Bahrain and Jeddah FIRs and enroute to Saudi Arabian Airports.

1. Traffic to/from Iran and Far East:
To OEJD via R58-GOLBI-DHA-A1-SILNO-MAC-OCT RGB-353-JDW FL 310 or above.
From OEJD via B57-BDB-YUSEF-RIY-G53E-DHA or via B57-GAS-PAF FL 290 or below to request level change from Bahrain ACC.

2. Traffic to/from Baghdad Area:
To OEJD via A60-RAH-RAMIL-A60F-HIL-A60 JDW FL 260 unless level change obtained from Bahrain ACC before RAFHA.
From OEJD via A60E-MAD-A60-HIL-A60F-RAH standard flt levels.

3. Traffic to/from Kuwait:

To OEJD via R65-GOLBI-DHA-A1-SILNO-RIY (or as directed by RIYADH ATC) -RGB-G53-JDW FL 310 or above or via PAF-B54-NEVOM-HIL-A60-JDW FL 310.

From OEJD via JDW-B57-GAS-PAF FL 290 and below to request level change.

From Bahrain ACC or FL 290 and above if previously ATC coordinated by BIR-DARB.

4. Westbound traffic overflying Jeddah FIR from HAIL HIL VOR via Awy W4 FL280 and 350 or above. (II-139/80)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include CIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BAHRAIN FIR: The Smallpox vaccination is no longer required for arrival in Bahrain, Oman and Qater Airports. (II-110/80)

BAHRAIN FIR: Visual Reporting Point UMM SAID has been redesignated SOUTH POINT. (II-118/80)

BAHRAIN: Low Lead AVGAS 100LL now available at BAHRAIN INTL airport. Inquiries concerning specification should be made to B.P. P. O. Box 299 Bahrain. (II-123/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.

(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water.

(II-A036/79)

BERMUDA

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

ATS ROUTE B 23 - SEA ISLE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the ATS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

CANADA

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.
(II-8/79)

CHILE

SANTIAGO FIR: With effect from JUN/12th/1980, in AWY A5 from 30 NM to the North of TBN (NDB) non directional radio beacon, will be increased the controlled airspace to the East of the AWY A5 in 5 additional NM. The additional controlled airspace before mentioned it is protected to the South to join with the controlled airspace of UMKAI 1 procedure (STAR 1).
(II-A46/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (Paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong:
   Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou:
   Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FC'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FC' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m over Shilong and to continue descending to 3,000m over ROMEO;
   (6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;
   (7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;
   (8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;
   (9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;
   (10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.
   Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.
3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.
4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

NOTIFICATION OF ESTABLISHMENT OF AIR CORRIDOR IN KUNMING AND REROUTING OF GAOYAO-KUNMING AND NANNING-LAOLIANGCANG ROUTE SEGMENTS:

1. Kunming Air Corridor

(1) Kunming Aerodrome (VOR) - Luxi (NDB), Width 10Km.

(2) Inbound aircraft from or outbound aircraft towards the direction of Hongkong, Guangzhou and Nanning and aircraft overflying Kunming from or towards the direction referred to above are to follow this corridor.

(3) Flight altitude within the air corridor: Outbound 6,000m (QNE); Inbound 5,700m (QNE). Aircraft overflying Kunming must proceed along the air corridor, maintaining assigned enroute altitude.

(4) Navigational aid: Luxi NDB coordinates N24°31'E103°45', ident ZN, frequency 387Khz, hour of operation HO.

(5) Heading (M) and distance: Kunming (VOR)-Luxi (NDB) 118°/298° 115km.

(6) ATC requirements

a. Before entry into the air corridor aircraft must establish contact with Kunming Tower, taking the initiative in reporting flight conditions and follow its instructions.

b. Aircraft overflying Kunming must proceed along the air corridor maintaining assigned enroute altitude, establish contact in time with Kunming Tower and follow its instructions.

c. Aircraft within the air corridor may make ascent or descent when so cleared by the tower.

2. Re-routing of Route Segments

(1) The Gaoyao-Bose-Kunming segment of Guangzhou-Kunming route will be rerouted as Gaoyao-Laibin-Bose-Luxi-Kunming (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Gaoyao NDB-Laibin NDB 284°/104° 339km-Bose NDB 275°/95° 265km-Luxi NDB 284°/104° 304km-Kunming VOR 298°/118° 115 km.

b. Cruising level: Gaoyao-Kunming FL110m, Kunming-Gaoyao FL100m.

c. Minimum safe altitude: Gaoyao-Laibin 193m, Laibin-Bose 1626m, Bose-Luxi 3101m, Luxi-Kunming 3509m.

d. Navigational aid: Laibin NDB coordinates N23°44'E109°14', ident KC, frequency 393Khz, hour of operation HC.

(2) The Nanning-Laoliangcang segment of Nanning-Wuhan route will be re-routed as Nanning-Laibin-abeam Guilin-Laoliangcang (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Nanning NDB-Laibin NDB 42°/222° 166km-abeam Guilin NDB 33°/213° 197km-Laoliangcang NDB 33°/213° 370km.

b. Minimum safe altitude: Nanning-Laibin 1960m, Laibin-Laoliangcang 2741m.

The above notification will become applicable from 1601Z on April 29, 1980. (II-03/80)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

DOMINICAN REPUBLIC

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-62/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOP (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALPEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-68/80)

SPECIAL NOTICE: The only requirement for private aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata, is sending the corresponding flight plan.

The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata must solicit a permission with at least 72 working hours in advance, via cable, to DIRACIV, Santo Domingo, Dominican Republic. (II-58/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
FATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority. (II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead. (II-6/80)

FINLAND

KRUUNUPYY AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

Fuel grade JET A-1 is now available at Kruunupyy aerodrome. (II-50/80)

PORI AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

The distribution of fuel grade JET A-1 has been discontinued. (II-51/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRIH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

CHANGE OF OPERATIONAL PROCEDURES IN RHEIN UIR: With effect from 10 JUL 1980 the following changes of operational procedures will be implemented.

Maintenance of a smooth flow of air traffic via reporting point Tango (TGC) demands that aircraft entering the upper airspace of the Federal Republic of Germany from Zurich UIR and proceeding to the airports Bremen, Dusseldorf, Koln-Bonn and Munster-Osnabruck, be cleared exclusively via standard route TRA-UA9-FFM.

The modified standard routes are published in AIP I RAC-2-6. (II-86/80)

TRAFFIC FLOWS TO OR THROUGH GREECE VIA BUGAC-KELEBIA-HUMAR:
1. Introduction

1.1 New procedures for management of the Air Traffic Flow to or through Greece via BugacKelebia-Humar have been agreed between the states Austria, Czechoslovakia, Denmark, the German Democratic Republic, Finland, Hungary, Norway, Poland, and Sweden.
1.2 The procedures will be applied on 01 July 1980, 0001 GMT.
2. Procedures
2.1 Where Repetitive Flight Plans do not exist, aircraft operating agencies/pilots planning operations to or through Athinai FIR via Bugac-KelebiaHumar should file their respective individual Flight Plans at least 3 hours prior to estimated time of departure.
2.1.1 Such Flight Plans shall also be addressed to LOWWYU.
2.1.2 Revisions to and cancellations of Repetitive Flight Plans and individual Flight Plans shall also be addressed to LOWWYU.
2.2 To avoid en-route holdings or intermediate landings aircraft operating agencies/pilots should, whenever Athinai ACC applies acceptance rates for the point Humar, request not earlier then 2 hours prior to the estimated time of departure an En-route Time Slot for the point Bugac indicating in the request the earliest possible time of arrival over the point Bugac.
2.2.1 Such requests shall be addressed to ETBSZG.
2.3 Slot Times for Bugac will be allocated by the Air Traffic Flow Management Unit Vienna and will be expressed as a four-digit time group and will allow for a tolerance of plus/minus 10 minutes for the flight concerned to arrive over Bugac.
2.3.1 Pilots should arrange their flight so as to arrive over Bugac as close as possible to the allocated Slot Time. Pilots of flights who are unable to meet an allocated Slot Time should immediately advise the appropriate air traffic services unit and request a revised Slot Time.
2.4 The following types of flights will be exempted from traffic flow restrictions:
a) Flights known or believed to be in a state of emergency (including flights subjected to unlawful interference)
b) Flights operating for humanitarian reasons
c) Flights on search and rescue missions
d) Flights with a "Head of States" status
e) Cargo flights carrying live-stock.
(II-37/80)

AIRWAY A4 RADAR VECTORING- With effect from the 07 August 1980, the airspace between the reporting points Starling and Segal within which aircraft bound for Copenhagen may be radar vectored by Copenhagen ACC will be charged as follows:
545500N 125100E - 545500N 130000E -
544400N 130130E - 543820N 125130E -
544400N 123100E - 545500N 125100E.
(II-43/80)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VCR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VCR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering

Athinai FIR at points HUMA or KULATA will follow route: TSI-SKI-ATH-MIS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PIH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYRCS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR.
(II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

IGD 64 - KASSANDRA, REVISION OF LATERAL LIMITS: On the AIRAC date of 7 August 1980 the lateral limits of IGD 64 Kassandra will be revised as follows:

401600N 232200E - 400800N 232500E -
401000N 233000E - 401600N 232800E.
(II-17/80)

ALEXANDROUPOLIS: Refueling T.F. JET A1 and P.F. 100LL not available. (I-622/80)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers).
(II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

a. 10° of longitude South of 70°N (between 5°W and 65°W), and

b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATCR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO.

AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday.
(II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDCN intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDCN intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAPOT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAPOT 106 NM. G3 to ETBCD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM.
(II-2-6/80)

CAUTION: Night flying in Haiti can be hazardous due to exceptionally precipitous mountainous terrain, lack of visual cues and relatively low landing areas. Severe updrafts and downdrafts, abrupt changes in wind direction and velocity and severe turbulence may be encountered.

VFR night flying should be conducted at or above charted minimum en route altitudes since ground reference is minimal and mountains may blend with cloud formations.

Safety of flight in mountainous areas demands proper planning and a knowledge of the hazards associated with flying in these areas. (FAA)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG

1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's.

2. Route description:

i) Southbound route -Guangzhou - Shilong ("LQ" NDB) - 2232N 11406E (RUMET) - "HKG" NDB - "CH" VOR - Hong Kong. Transfer-of-control is at RUMET.

ii) Northbound route - Hong Kong - "CH" VOR -2221.5N 11352E (TEGAL) - 2224.5N 11348E (Neilingding Dao) - Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL.
(NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.)

3. Communication procedure: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMET).
(II-A17/80)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports.
(II-9/1978)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft.
(II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions.
(II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scalloping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz.
(II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course.
(II-1/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25

January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.

Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAI. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.

2. On trial basis it is in force the following:

a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;

b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:

a. until crossing FL100 departing from aerodromes located within Milano TMA;

b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.

(II-3/80)

IDENTIFICATION OF SIGNIFICANT POINTS IN ROMA, MILANO, BRINDISI FIR/UIR:

1. The following significant points within ROME FIR will be changed as shown:

Present Designator	Coordinates	New Desig.	Remarks
A14/C	4109N 1452E	AMSOR	A14
PANDA	4216N 1340E	ANEDA	G23
QUEBEC	4148N 0958E	BEKCS	G23N
BENNY	4103N 1440E	BENIO	NAPOLI CTR
A13/A	4012N 1301E	BERCI	A13
CENTO	4112N 1010E	CENTU	G2323
DELTA	4130N 1210E	ELVIN	AA1-ROMA TMA
EASY	4122N 1146E	ESINO	G14-ROMA TMA
DEALER	4011N 1406E	DELER	A1
U/R46/C	4222N 1013E	GILET	R46
LEONE	4308N 1245E	LEONN	A15
PAPA	4148N 1108E	MAMAR	ROMA TMA
ALPHA	4202N 1124E	MEDAL	A1-ROMA TMA
NORA	4316N 0959E	NORNI	A1E
PUMA	4202N 1255E	PEMAR	G23-ROMA TMA
QUEEN	4011N 1033E	QUEEN	G14
BRAVO	4148N 1143E	RAVAL	A1-ROMA TMA
ECHO	4113N 1232E	RIFFI	A1-ROMA TMA
U/R46/B	4211N 1052E	ROTIR	R46-ROMA TMA
FOX	4048N 1112E	ROXAN	G14
EAGLE	4018N 1320E	TAGEL	DW17
HOTEL	4102N 0934E	TALIN	G23
INDIA	4126N 1056E	TINTO	G23-ROMA TMA
CHARLIE	4136N 1201E	TORLI	A1-ROMA TMA
TURO	4052N 1152E	TURMO	DW4-ROMA TMA
KILO	4134N 1124E	VALMA	G23-ROMA TMA

2. Significant points already modified:

Present desig.	Coordinates	New desig.
U/G8/A	3827N 1900E	BAMBI
CRAY	4134N 1803E	CRAYE
DRAKE	3630N 1418E	DIRKA
TI	3744N 1056E	INDOR
CUTTLE	4233N 1559E	KATTI
CRAB	4401N 1355E	KERAB
LATON	3915N 1900E	LATAN
U/A1/F	3724N 1900E	LORNO
MARCO	4552N 0938E	MARCO
FIR BDRY R/UR22	4516N 1300E	ROTAR
SILLIAN	4645N 1225E	SOLNI
TIGER	4004N 1900E	TIGRA
FISH	4334N 1426E	TORPO
TUNA	4301N 1516E	TUNAL
TP	4052N 1152E	TUPAL
TN	3802N 1017E	NOLSI
U/A9/C	3815N 0947E	OSMAR
TE	3651N 1130E	ROLBA

3. Other significant points will be modified by further NOTAM. (II-30/80)

JAMAICA

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.
Within Tokyo FIR: 1200Z-1700Z
Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or: (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

CHANGE OF MEA ON AIRWAY R-11: WEF 1501 GMT 9 July 1980, a part of MEA on airway R-11 will be changed as follows:

GTC 328° $\frac{\text{40NM}}{\text{5000}}$

GTC 40 DME Fix $\frac{\text{60NM}}{\text{9000}}$ 148° CFH

(II-128/80)

ESTABLISHMENT OF DIRECT ROUTES: WEF 0000 GMT 7 AUG 1980, direct routes will be established as follows:

HPE 017° $\begin{matrix}\text{15NM}\\ \text{6000}\end{matrix}$ HPE 15 DME $\begin{matrix}\text{62NM}\\ \text{10000}\end{matrix}$ 197° MW

HPE 063° $\begin{matrix}\text{10NM}\\ \text{5000}\end{matrix}$ HPE 10 DME $\begin{matrix}\text{36NM}\\ \text{9000}\end{matrix}$ 243° MQE

HPE 187° $\begin{matrix}\text{20NM}\\ \text{5000}\end{matrix}$ HPE 20 DME $\begin{matrix}\text{44NM}\\ \text{6000}\end{matrix}$ 007° MX

HPE 218° $\begin{matrix}\text{15NM}\\ \text{5000}\end{matrix}$ HPE 15 DME $\begin{matrix}\text{42NM}\\ \text{9000}\end{matrix}$

YTE 15 DME 7000 $\overset{\text{15NM}}{\text{038° YTE}}$

HPE 234° $\begin{matrix}\text{12NM}\\ \text{5000}\end{matrix}$ HPE 12 DME $\begin{matrix}\text{43NM}\\ \text{9000}\end{matrix}$

MMV $\begin{matrix}\text{55NM}\\ \text{9000}\end{matrix}$ GTC 20 DME

$\begin{matrix}\text{20NM}\\ \text{4000}\end{matrix}$ 054° GTC

HPE 296° $\begin{matrix}\text{15NM}\\ \text{5000}\end{matrix}$ HPE 15 DME $\begin{matrix}\text{17NM}\\ \text{7000}\end{matrix}$ TWV

$\begin{matrix}\text{21NM}\\ \text{6000}\end{matrix}$ 116° ATE

Remarks: HPE--MQE and HP--ATE of present direct routes will be abolished concurrently. (II-159/80)

Commissioning of Runway 3000m at Kagoshima airport
WEF 2230 GMT 1 Oct 1980, runway extended to 3000m at Kagoshima airport will be commissioned as follows.
1. Aerodrome reference point will be relocated to 31°48'00"N/130°43'18"E. Elevation 271.6m (891 ft.)
2. Runway 16/34 physical characteristics:
3000x45m (9840x150') Asph-Concrete Runway
60x45m (200x150') Asph-Concrete overrun
3120x300m (10240x980') Strip
Runway Strength - SIWL 43000kg (94800 lb)
(II-202/80)

Abolishment of Non-Compulsory Reporting Point and Direct Route
WEF 1501 GMT 1 Oct 1980, following non-compulsory reporting point and direct route will be abolished:
Non-compulsory reporting point: SEAKING (SKG)
Direct Route:
SEAKING (SKG) 052° $\frac{\text{44NM}}{\text{6000}}$ TOSA (TSA)

$\frac{\text{35NM}}{\text{6000}}$ 232° GBE VOR (II-203/80)

Relocation of Non-Compulsory Reporting Point
WEF 1501 GMT 1 Oct 1980, non-compulsory reporting point will be relocated as follows.
Takeshima (TSM) 333025N 1342244E:

Brg/Dist from NAVAIDS:
099°/35±NM fm KRC (MEA 8000 ft.)
099°/35NM fm KR
063°/82NM fm SUC
061°/82NM fm SU
243°/44NM fm GBE
(II-204/80)

JORDAN

AQABA VOR: WIE and UFN AQABA-VOR "AQB" 113.1 MHz appears unreliable. VOR to be used by VFR flight only. (II-19/78)

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

SPECIAL NOTICE: Reporting points CSCAR with coordinates 284200N 481800E and reporting point LIMA 285400N 481300E is to be cancelled. (II-22/80)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

ROBERTS INTL AIRPORT/LIBERIA: AVGAS 100/130 completely withdrawn until further notice. (II-4/80)

PROVISIONS FOR NON-SCHEDULED FLIGHTS:

Effective as of June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry & Transportation request that all Foreign Civilian and Military Registered aircraft wishing to overfly or land at Liberia's Aerodromes should comply with the following provisions. These provisions however, do not apply to normal scheduled commercial flights. Permission to overfly Liberia's Airspace or land at its Aerodromes is subject to prior request and approval. Request by mail should reach the Civil Aviation Authorities three (3) weeks before operation or if the request is made by telex two (2) weeks is required.

The request should include the following details:

1. Name, Nationality and address of applicant;
2. Aircraft registration marks or service number and Nationality of owners;
3. Type of aircraft;
4. Purpose of flight and nature of load;
5. Aerodrome of origin, date and time of departure;
6. Last aerodrome of departure before entering Liberia airspace, point and time of entering Liberia airspace - date time;
7. Aerodrome of landing in Liberia - date and time;
8. Point and time of exit;
9. First aerodrome of landing after leaving Liberia - date and time;
10. Final destination - date and time.

It is to be noted that:
1. Requests not fulfilling these requirements shall be disregarded;
2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission;
3. Aircraft not in possession of permission are liable to be dealt with severely;
4. Aircraft in possession of permission are required to stick as far as practicable to the approved timing;
5. Approved requests will be void after 24 hours of the date/time of entry.

The Civil Aviation Administration therefore, request that all concerned MUST strictly adhere to the above regulations. (AIC 04/80)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

CHANGES TO RESTRICTED AREA HLR.33:
1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E--31°55'N 14°07'E--32°43'N 13°36'E--32°45'N

13°32'E--32°50'N 13°11'E 32°55'N
13°10'E--32°55'N 13°10'E--33°02'N
13°10'E--33°19'N 13°23'E.

2. Vertical limits of the airspace:
UNL

GND

3. Period of activation: H24

4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRC", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

REMOVAL OF RESTRICTIONS ON AIRCRAFT REGISTERED IN ZIMBABWE:

1. With immediate effect, the restriction previously existing under which aircraft registered in or owned by Zimbabwe (formerly Rhodesia) or any other aircraft destined for or departing from Zimbabwe were not permitted to fly over Libyan territory or land within the S.P.L.A.J. is removed. (II-AC36/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

ESTABLISHMENT OF ROUTE SEGMENT PENANG-KOTA BHARU OF AIRWAY GREEN 68 KUALA LUMPUR FIR

1. INTRODUCTION:

1.1 WEF 0001Z on 2 October 1980, ATS route designated Green 68 (Medan-Penang) shall be extended from Penang VOR (VPG) to Kota Bharu VOR (VKB) as an airway.

2. CHARACTERISTICS OF THE AIRWAY:

2.1 Type: Airway (/IV)

2.2 Airway centreline: A straight line joining Penang VPG and Kota Bharu VKB VORs.

2.3 Lateral limits: The airway shall have a width of 20 NM throughout i.e. 10 NM on either side of the airway centreline.

2.4 Vertical limits: The vertical limits of the airway and the reporting points are shown in Appendix A.

3. SEPARATION MINIMA

3.1 10 minutes longitudinal separation shall be applied between aircraft of same TAS and level.

4. CONTROLLING AUTHORITY

4.1 Penang-Kota Bharu Route Segment of G68. The controlling authority shall be Kuala Lumpur ACC, or Butterworth APP, as appropriate.

4.2 Delegation of Authority: The controlling authority for the short route segment of G68 cutting across the southern part of the Bangkok FIR shall be Kuala Lumpur ACC.

4.3 ATS Units, Callsigns and Frequencies:
Kuala Lumpur ACC-Lumpur Control-132.8/132.6 MHz.
Butterworth APP-Butterworth Approach-133.1 MHz.

5. FLIGHT PLAN REQUIREMENTS

5.1 Aircraft intending to operate along the route segment Penang-Kota Bharu shall submit flight plans at least one hour before their estimated time of departure. (II-14/80)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MCD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the

possible extent and flight plan should be filed accordingly. (II-008/79)

KATHMANDU: WEF 1 September 1979 ROMEO Intersection (27°01'30"N 85°04'E) cross point of R-201 with respect to KTM VOR and 146° bearing from SIM NDB has been established. Flights inbound to VNKT via R-81 are required to intercept KTM VOR R-201 from ROMEO Intersection instead of checking O/H SIM NDB. (II-009/79)

AIRWAY G-63 EASTBOUND: The following Airway (G-63 Eastbound) from Kathmandu to Dacca via Biratnagar has been established. The effective date of implementation of this airway shall be 27 December 1979. It is mandatory that the flights to Dacca from KT have to adhere to the established G-63 Eastbound:

Reporting Point: KTM VOR
  Magnetic Track: 125°
  Lateral limit: 5 miles either side
  Distance: 59
  Type of Service: ATC service
  Upper/lower limit: FL460/11,500
  MEA: 11,500
  Controlling Authority: KTM control
  Remark: Lowest FL usable along this airway is FL150 which is transition level; to

Reporting Point: AHALE 27°08N, 86°16E (ABM JANAKPUR)
  Magnetic Track: 125°
  Lateral limit: 5 miles either side
  Distance: 67
  Type of Service: ATC service
  Upper/lower limit: FL460/11,500
  MEA: 11,500
  Controlling Authority: KTM control
  Remark: FIS shall be provided to flights below MEA;to

Reporting Point: VTN NDB
  Magnetic Track: 164°
  Lateral limit: 5 miles either side
  Distance: 57
  Type of Service: ATC service
  Upper/lower limit: FL460/11,500
  MEA: 11,500
  Controlling Authority: KTM control;to

Reporting Point: KATIHAR NDB

Remarks: The existing G-63 from Dacca to be used for Westbound flight only and is redesignated as G-63 Westbound. (II-A10/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.

2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.

3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.

4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

NEW ZEALAND

NANDI - NAURU - TONIK: ATS ROUTE B77: The ATS Route B77 Nandi-Nauru-Tonik becomes effective 7 August 1980. The 5 letter name-code designators and reporting point coordinates within the Nandi FIR are listed below:

GUSMA	16°14'04"S	176°28'29"E
ATRAS	9°48'49"S	172°27'39"E
BULRO	5°42'47"S	170°00'00"E

Tracks and distances between reporting points are as follows:

NANDI VOR	- GUSMA	316°M	100NM
GUSMA	- ATRAS	317°M	450NM
ATRAS	- BULRO	318°M	285NM
BULRO	- NAURU	319°M	360NM

The Nandi-Nauru section of ATS Route B77 will be included in next edition of NZ-RNC3. (II-28/80)

FALEOLO - PAGO PAGO - FALEOLO: NEW ROUTE With effect from 30 September 1980, the following route structure is authorized:

Route Designator: ZULU ROUTE.

Tracks, distances and MSA between reporting points are as follows:

Faleolo VOR MSA 3194FT.	COCO REP	045°MAG	18NM
COCO REP MSA 1500FT.	COLA REP	045°MAG	13NM
COLA REP MSA 3300FT.	PAGO PAGO NDB	124°MAG	68NM

COLA REP position: 13°32'18"S 171°32'32"W.

The NZ-TAC 7 and Planning Manual will be amended later. 69/1/12 ADCA (FC)

Issued pursuant to Regulation 8A of the Civil Aviation Regulations 1953.
(II-B37/80)

ESTABLISHMENT OF ATS ROUTE: TONGA-RAROTONGA
With effect from 0001 GMT 1 October 1980, ATS route B98 was extended from Tonga to Rarotonga.

The five-letter name-code designators and reporting point coordinates are:

VISIR	21°18'38"S 171°43'37"W On Nandi/Auckland OCA/FIR (Cook Sector) boundary.
NOPAN	21°20'58"S 165°00'00"W In Auckland OCA/FIR (Cook Sector).

Tracks and distances between reporting points are:

Rarotonga VOR	- NOPAN	255°MAG	291NM
NOPAN	- VISIR	257°MAG	377NM
VISIR	- Tonga NDB	259°MAG	196NM

Revised pages to the NZAIP-Planning Manual will be issued and the Tonga-Rarotonga section of ATS Route B98 will be added to NZ-RNC3. (II-B40/80)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:

a. Position, flight level and time at which the deviation from the route is expected to be made.

b. Direction and distance upto which the aircraft is likely to deviate from the route.

c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-3/80)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-12/80)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-3/80)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and 10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft, Mode A/3 Code 1200. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE--Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

REQUIREMENT FOR GENERAL AVIATION PILOTS FILING IFR FLIGHT PLANS: For strict compliance by all concerned, effective immediately, all general aviation pilots filing IFR flight plans shall certify on the available space on the face of the flight plan that both pilot and aircraft are IFR rated. (II-AIC 4/80)

DECOMMISSIONING OF LORAN-A STATIONS: As of 1 July 1980, the following LORAN-A stations operated by the Philippine Coast Guard has been decommissioned:

1. LORAN Station Batan--------2H3/2H5
2. LORAN Station Catanduanes--2H4
3. LORAN Station Naulo Point--IL6
4. LORAN Station Talampulan---IL6/IL7
5. LORAN Station Tarumpitao---IL7

(II-27/80)

PORTUGAL

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE: For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

SANTA MARIA OCEANIC FIR-PLAN DATA
1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.
1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;
2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;
3. Requests for clearances should include the following information:
a. Call sign;
b. Present and requested flight level;
c. Coordinates of OCA entry point and an accurate estimate for this point, and;
d. Any change to filed Flight Plan.
4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the

Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. **ROUTE DESIGNATION**

1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67): 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. **FLIGHT LEVEL UTILIZATION**

2.1 Appropriate to direction of flight.

3. **FLIGHT PLANNING**

3.1 Flights to/from/over the Caribbean area estimated to cross 30W:

3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;

3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.

3.2 Random flight planning during other hours is acceptable.

3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.

3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. **AIR TRAFFIC PROCEDURES**

4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;

4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.

4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.

4.4 ATC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.

4.5 Aircraft operating on the defined route system shall report over the latitude/-longitude points specified in 1.1 or 1.2 above.

(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.

2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.

3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FI 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:

(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.

The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FI 140, one minute right turn on R290 inbound. (II-27/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FI 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FI210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SEYCHELLES

SEYCHELLES INTL--Scalloping occurs on the 360° radial on the 'SEY' VOR freq. 113.1 MHz which forms part of the VOR/DME cloud break to Runway 13. Scalloping increases in banked turns. (II-4/78)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAC SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DCC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

TENERIFE AD. - FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. - UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRB (RAC 3.2-27 REF) is established as shown below:

	TUDELA INT 4159N 0132W		
		056 236	78 144
UIR MADRID UIR FRANCIA	UIRB 4248N 0009W		

PINA INT is cancelled on this airway. (II-277/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES--With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the

requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TANZANIA

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100LL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWO paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from Zimbabwe are permitted to overfly, land in, or depart from Tanzania. in accordance the provisions governing foreign registered aircraft contained in AIP Tanzania FAL SECTION. (II-A42/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and OITOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

REGULATIONS FOR SMALL AIRCRAFT AND HELICOPTERS FLYING NON-SCHEDULED FLIGHT

During declaration state of national emergency, subject to the provision Article 89 of the Chicago Convention, small aircraft and helicopters of the Contracting States of the Convention of International Civil Aviation intending to fly non-scheduled flight to/from Thailand must submit an application to the Department of Aviation not less than 15 days prior to flight commencement. Such application must contain the following particulars:

1. Number and Type of Aircraft
2. Identification/Nationality and Registration of the Aircraft
3. Flight Rule and Status
4. Route Schedule
5. Date/Times entry/exit BKK FIR boundaries
6. Date/Times of Arrival/departure (In case of landing in Thailand)
7. Airways to be used via BKK FIR
8. Alternate Aerodrome
9. Speed
10. Level
11. Endurance
12. Passenger on board
13. Crew
14. Purpose of landing
15. Purpose of flight
16. Owner & address

Other small aircraft and helicopters of Non-Contracting States of the Convention on international Civil Aviation desiring to fly in transit non-stop across Thailand or to land in Thailand for non-traffic purposes must apply and obtain prior permission through diplomatic channel. The application according to the above mentioned regulation must contain all the above particulars 1 - 16.

This AIC will come into effect from 20th June 1980. (AIC-3/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

DUBAI INTL: With effect from 15 July 1980 the fuel grades available at Dubai Intl airport are as follows: AVGAS - 100IL and JET A1 only. (II-106/80)

RAS AL KHAIMAH: The Smallpox vaccination is no longer required for arrival at Ras-Al-Khaimah Intl airport. (II-108/80)

SHARJAH: The Smallpox vaccination is no longer required for arrival at Sharjah Intl airport. (II-109/80)

UNITED KINGDOM

PEAK PERIOD ROUTES AND AIRWAYS AMBER THREE FOUR WEST/UPPER AMBER THREE FOUR WEST AND WHITE ONE TWO/UPPER WHITE ONE TWO: From 1st May, 1980 Peak Period Routes A34W/UA34W and W12/UW12 will be active from 1200 GMT on Fridays to 0700 GMT on Mondays and from 1200 GMT on the days preceding to 0700 GMT on the days following Public Holidays. The routes may not be available at certain times due to military activity and these times will be published by NOTAM Class One. The availability of A34W/UA34W/W12/UW12 between 1200 GMT and 1700 GMT on Fridays and the days preceding Public Holidays is also subject to agreement on that day between the ATC Authorities of France and the United Kingdom and non-availability will be notified by NOTAM Class One. (II-A255/80)

LONDON/HEATHROW AIRPORT--NIGHT MOVEMENT RESTRICTIONS: Until further notice no landings or take-offs by non-scheduled operators are permitted within the night quota times notified in NOTAM A184/1980. All non-scheduled operators and handling agents must note that when permission is granted for a flight to operate into and/or out of Heathrow, such permission ceases to apply if the approved time is not adhered to. No extension will be granted to enable the flight to operate within the night quota period. (II-359/80)

ADVISORY AIRSPACE--ATS ROUTE DELTA WHITE THREE: NOTAM A333/1980 amended the reporting points on certain routes following the changes made in the en-route Holding Patterns published in NOTAM A332/1980. In particular, the mandatory reporting point Start Point (591540N 022200W) was eliminated from ATS route DW3. However, as there is a need for a reporting point in this position, it is proposed to restore Start Point as a mandatory reporting point on DW3, and to make the Holding Point KISTA (593027N 015652W) an "on request" reporting point. This will be effective from 10 July 1980. (II-A393/80)

STANDARD ROUTES TO AIRPORTS WITHIN THE LONDON TMA: Standard routes inbound to London/Heathrow, London/Gatwick, Luton and Stansted from the North are affected by the revised routes promulgated for the Daventry CTA in A308/1980, which were introduced on 12th June, 1980.

2. The standard routes for aircraft inbound to London/Heathrow, Luton or Stansted from the North on Airways A1E or A1/B3 are revised to route via Westcott NDB instead of Kingswood.

3. The standard route for aircraft inbound to London/Gatwick from the North via A1/B3 at FL 90 to FL 120 inclusive is Honiley--Woodley--Midhurst--Mayfield, but occasionally due to activity on EGD. 129 ATC may require aircraft to route additionally via Westcott NDB. (II-A451/80)

MINIMUM CRUISING LEVELS ON ADVISORY ROUTE DELTA BLUE THREE TWO (DB32): As a result of the introduction of a lowered base for Airway Amber One in the vicinity of Cowly (Notam A307/1980 refers), the minimum cruising level restriction (when applicable) on DB32 between Norry and Westcott is now lowered to FL 90. (II-A452/80)

FLIGHT PLAN ANNOTATION--COMPLIANCE WITH MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS): In accordance with Regional Supplementary Procedures, the following requirement came into effect on 2 Nov 1978.

2. For flights intending to operate within North Atlantic MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certified as complying with the MNPS. (II-A502/80)

EDINBURGH AIRPORT: Refuelling times for AVGAS 100LL are now as follows:

1 Oct to 30 Apr 0830 to 1700 (local) Monday through Friday, 0900 to 1200 (local) Saturday, Sunday and Public Holidays.

1 May to 30 Sep 0830 to 1900 (local) Monday through Friday, 0900 to 1700 (local) Saturday, Sunday and Public Holidays.

This fuel is available from Aero Services Tel: 031-334 7660 or 031-334 4695 other times by arrangement plus surcharge to 031-229 5912. (II-A503/80)

VENEZUELA

MAIQUETIA FIR-New ATS Routes.
With effect from August 7th, 1980, at 0000GMT, shall be implement new ATS routes as follows:

i) ROMEO VEINTIDOS (R - 22) between VOR MAU (MENE MAUROA) and NDB RHC (RIC HACHA), lower airspace.

ii) UNIFORM ALFA CUARENTIDOS (UA -42) between VOR MI (MAIQUETIA) and NDB SJE (SAN JOSE DEL GUAVIARE), Upper Airspace.

Chart RNC - 2N RAC 2.40.0 dated 6 Sep 79/61 routes UA42 between VOR BNS (BARINAS), VOR VVE (VILLAVICENCIO) and UW17 between VOR MI (MAIQUETIA) and VOR CZO (CALABOZO), delete. (II-A3/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1'38N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details.)
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY

(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:
1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

AFTN Address to be used for obtaining prior permission to enter Yugoslavian airspace is LYBBYE. (AIP)

ZAIRE

FIR - KINSHASA:

- Upper limit of CTR of Kinshasa: FL 55
- Coordinates of reporting point APULO: 0547S - 1637E.
- New indicators for the reporting points:

  Route ATS H4 KASAI 0534S-2053E becomes RURGO

  Route ATS A48 KASAI 0834S-2200E becomes SENAI

  Route ATS V3 KASAI 0400N-1900E becomes RIPEP

Route ATS H10 MARINGA 0007N-2256E becomes RUMLA

Route ATS J2 MAMBASSA 0118N-2903E becomes ODNAS
0056S-2755E becomes OGDAM

- Reporting point BUNIA VOR, BORSO, BILID, KINDU VCR and LUB VCR become reporting ATS/MET.

(II-A013/80)

ZAMBIA

LUSAKA F.I.R. NON SCHEDULED FLIGHTS: The Zambian Airspace is now open to all non-scheduled flights except Western Province. Those operators wishing to operate into or over fly Western Prcvince of Zambia must apply to the Commander Zambia National Defense Forces giving ten (10) days Prior Notice and Approval must be received by the applicant before flight is under taken.

The application must include the following:

(a) pilots name
(b) operators name and address
(c) type of aircraft and registration
(d) route or area cf operation
(e) purpose of flight dates, timings etc.

All applications are directed to the Commander Z.N.D. Forces. (II-5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved.
(DOS 8/31/79)

CYPRUS

LARNACA INTL: Fuel grade 100L is no longer available at Larnaca International Airport.
(DOS 7/80)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia.
(DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora.
(DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

IRAQ

WIE and UFN all Iraqi airspace and Iraqi airports are closed for all operations. (See existing NOTAMS) (DOS 9/80)

LIBERIA

Effective June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry and Transportation request all foreign civilian and military registered aircraft (not normal scheduled commercial flights) wishing to overfly or land at Liberian aerodromes compliance with the following provisions: Permission to overfly or land is subject to prior request. Request should be made by mail and should reach civil aviation authorities three weeks prior to operation (or two weeks if request made by telex). Request should include the following:

1. Name, nationality and address of applicant.

2. Aircraft registration marks or service number and nationality of owners.

3. Type of aircraft.

4. Purpose of flight and nature of cargo.

5. Aerodrome or origin. Date and time of departure. Last aerodrome departed before entering Liberian airspace.

6. Date, time and point of entering Liberian airspace.

7. Date, time and aerodrome of landing in Liberia.

8. Point and time of exit.

9. Date, time and first aerodrome of landing after departing Liberia.

10. Date and time of final destination.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded.

2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission.

3. Approved requests will be void after 24 hours of the date/time of entry.

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

Cancun
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Hermosillo
Matamoros
Merida
Mexicali
Nogales
Nueva Laredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N - 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79)

SPAIN

The American Embassy in Madrid, Spain, advises that bearers of Diplomatic and Official Passports must obtain a visa prior to their arrival in Spain. There are no exceptions to this requirement. Official/Diplomatic passport holders arriving without visas can expect either not to be admitted at all, or to suffer interminable delays at the airport which may well interfere with official work schedules or private itineraries. (DOS 9/80)

THAILAND

The American Embassy in Bangkok, Thailand, advises that all U.S. Government Personnel assigned to perform temporary duty in Thailand must obtain an entry visa prior to arriving in Thailand. Travelers arriving without a visa must apply for a transit visa which is valid for only fifteen days. It cannot be extended. To preclude having to leave Thailand after fifteen days, the traveler must obtain a visa prior to arrival. (DOS 9/80)

TURKS AND CAICOS ISLANDS:

Charter, commercial and freight aircraft require 24 hour prior permission to land. Address to: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.) Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick CACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.
*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: Effective 0001Z 30 October 1980 within the New York Oceanic Airspace, the minimum lateral separation applicable between aircraft which meet the minimum navigation performance specifications (MNPS) and which operate within North Atlantic Airspace will be reduced to 60NM.

In addition, 60NM between aircraft which meet minimum navigation performance specifications (MNPS) and which operate in MNPS airspace or while within the New York Oceanic area are transitioning to or from MNPS airspace at MNPS flight levels. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.

The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3432 0800-1700 Monday-Friday; other times call 202-426-3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES—As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet—from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)—from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR—transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
    --aircraft identification
    --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
    --aircraft identification
    --position
    --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN—EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:
a) U.K. SOUTH-EAST:
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
- a) Austria, Hungary, Romania, Bulgaria (via Hungary)
- b) Yugoslavia (except Belgrade), Greece
- c) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
- a) Yugoslavia (except Belgrade), Greece
- b) Bulgaria (via Yugoslavia), Belgrade

Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
- a) U.K. South-east, Belgium, London/Gatwick
- b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)

Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) France, Switzerland
- c) U.K. North, Netherlands

Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
- a) U.K. South-east, London/Heathrow, Belgium
- b) U.K. North, Netherlands
- c) France, Switzerland

Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
- a) Northern Germany (Federal Republic of Germany)
- b) Stuttgart (via Austria)

Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

EXTENSION OF MANDATORY OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 Oct 1980 all aircraft within the FIR WIEN operating on night VFR flights outside the traffic circuit of aerodromes shall carry on board a SSR transponder meeting the Standards of ICAO Annex 10, Vol I, Part I, item 2.5.
2. The transponder shall have the capability to respond at least to Mode A interrogations and to reply with 4096 codes.
3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.
4. If pilots select on Mode A either Code 7700, 7600, or 7500, this will be indicated on the controllers display automatically.
5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part I, item 13.4. (II-A057/80)

THE BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES—Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BAHRAIN FIR: The Smallpox vaccination is no longer required for arrival in Bahrain, Oman and Qater Airports. (II-110/80)

BAHRAIN FIR: Visual Reporting Point UMM SAID has been redesignated SOUTH POINT. (II-118/80)

BAHRAIN: Low Lead AVGAS 100LL now available at BAHRAIN INTL airport. Inquiries concerning specification should be made to B.P. P. O. Box 299 Bahrain. (II-123/80)

BAHRAIN FIR: WIE and UFN route and level restrictions will apply to all flights including HAJ flights transitting Bahrain and Jeddah FIRs and enroute to Saudi Arabian Airports.

1. Traffic to/from Iran and Far East:
To OEJD via R58-GOLBI-DHA-A1-SILNO-MAC-OCT RGB-G53-JDW FL 310 or above.
From OEJD via B57-BDB-YUSEF-RIY-G53E-DHA or via B57-GAS-PAF FL 290 or below to request level change from Bahrain ACC.

2. Traffic to/from Baghdad Area:
To OEJD via A60-RAH-RAMIL-A60F-HIL-A60 JDW FL 260 unless level change obtained from Bahrain ACC before RAFHA.
From OEJD via A60E-MAD-A60-HIL-A60F-RAH standard flt levels.

3. Traffic to/from Kuwait:
To OEJD via R65-GOLBI-DHA-A1-SILNO-RIY (or as directed by RIYADH ATC). -RGB-G53-JDW FL 310 or above or via PAF-B54-NEVOM-HIL-A60-JDW FL 310.
From OEJD via JDW-B57-GAS-PAF FL 290 and below to request level change.
From Bahrain ACC or FL 290 and above if previously ATC coordinated by BIR-DARB.

4. Westbound traffic overflying Jeddah FIR from HAIL HIL VOR via Awy W4 FL280 and 350 or above. (II-139/80)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.
(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water.
(II-A036/79)

BERMUDA

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

ATS ROUTE B 23 - SEA ISLE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the ATS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

CANADA

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance

with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.
(II-8/79)

CHILE

SANTIAGO FIR: With effect from JUN/12th/1980, in AWY A5 from 30 NM to the North of TBN (NDB) non directional radio beacon, will be increased the controlled airspace to the East of the AWY A5 in 5 additional NM. The additional controlled airspace before mentioned it is protected to the South to join with the controlled airspace of UMKAL 1 procedure (STAR 1). (II-A46/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)—Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE—IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou—Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)—Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m

over Shilong and to continue descending to 3,000m over ROMEO;

(6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;

(7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;

(8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;

(9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;

(10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.
Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.

3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.

4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

NOTIFICATION OF ESTABLISHMENT OF AIR CORRIDOR IN KUNMING AND REROUTING OF GAOYAO-KUNMING AND NANNING-LAOLIANGCANG ROUTE SEGMENTS:

1. Kunming Air Corridor

(1) Kunming Aerodrome (VOR) - Luxi (NDB), Width 10Km.

(2) Inbound aircraft from or outbound aircraft towards the direction of Hongkong, Guangzhou and Nanning and aircraft overflying Kunming from or towards the direction referred to above are to follow this corridor.

(3) Flight altitude within the air corridor: Outbound 6,000m (QNE); Inbound 5,700m (QNE). Aircraft overflying Kunming must proceed along the air corridor, maintaining assigned enroute altitude.

(4) Navigational aid: Luxi NDB coordinates N24°31'E103°45', ident ZN, frequency 387Khz, hour of operation HO.

(5) Heading (M) and distance: Kunming (VOR)-Luxi (NDB) 118°/298° 115km.

(6) ATC requirements

a. Before entry into the air corridor aircraft must establish contact with Kunming Tower, taking the initiative in reporting flight conditions and follow its instructions.

b. Aircraft overflying Kunming must proceed along the air corridor maintaining assigned enroute altitude, establish contact in time with Kunming Tower and follow its instructions.

c. Aircraft within the air corridor may make ascent or descent when so cleared by the tower.

2. Re-routing of Route Segments

(1) The Gaoyao-Bose-Kunming segment of Guangzhou-Kunming route will be rerouted as Gaoyao-Laibin-Bose-Luxi-Kunming (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Gaoyao NDB-Laibin NDB 284°/104° 339km-Bose NDB 275°/95° 265km-Luxi NDB 284°/104° 304km-Kunming VOR 298°/118° 115 km.

b. Cruising level: Gaoyao-Kunming FL110m, Kunming-Gaoyao FL100m.

c. Minimum safe altitude: Gaoyao-Laibin 193m, Laibin-Bose 1626m, Bose-Luxi 3101m, Luxi-Kunming 3509m.

d. Navigational aid: Laibin NDB coordinates N23°44'E109°14', ident KC, frequency 393Khz, hour of operation HO.

(2) The Nanning-Laoliangcang segment of Nanning-Wuhan route will be re-routed as Nanning-Laibin-abeam Guilin-Laoliangcang (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Nanning NDB-Laibin NDB 42°/222° 166km-abeam Guilin NDB 33°/213° 197km-Laoliangcang NDB 33°/213° 370km.

b. Minimum safe altitude: Nanning-Laibin 1960m, Laibin-Laoliangcang 2741m.

The above notification will become applicable from 1601Z on April 29, 1980. (II-03/80)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

DOMINICAN REPUBLIC

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-62/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-68/80)

SPECIAL NOTICE: The only requirement for private aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata, is sending the corresponding flight plan.

The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata must solicit a permission with at least 72 working hours in advance, via cable, to DIRACIV, Santo Domingo, Dominican Republic. (II-58/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE—WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara—heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority. (II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead. (II-6/80)

FINLAND

KRUUNUPYY AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

> Fuel grade JET A-1 is now available at Kruunupyy aerodrome. (II-50/80)

PORI AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

> The distribution of fuel grade JET A-1 has been discontinued. (II-51/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
-aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
-aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times, Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flignts, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

CHANGE OF OPERATIONAL PROCEDURES IN RHEIN UIR: With effect from 10 JUL 1980 the following changes of operational procedures will be implemented.

Maintenance of a smooth flow of air traffic via reporting point Tango (TGO) demands that aircraft entering the upper airspace of the Federal Republic of Germany from Zurich UIR and proceeding to the airports Bremen, Dusseldorf, Koln-Bonn and Munster-Osnabruck, be cleared exclusively via standard route TRA-UA9-FFM.

The modified standard routes are published in AIP I RAC-2-6. (II-86/80)

TRAFFIC FLOWS TO OR THROUGH GREECE VIA BUGAC-KELEBIA-HUMAR:
1. Introduction
1.1 New procedures for management of the Air Traffic Flow to or through Greece via BugacKelebia-Humar have been agreed between the states Austria, Czechoslovakia, Denmark, the German Democratic Republic, Finland, Hungary, Norway, Poland, and Sweden.
1.2 The procedures will be applied on 01 July 1980, 0001 GMT.
2. Procedures
2.1 Where Repetitive Flight Plans do not exist, aircraft operating agencies/pilots planning operations to or through Athinai FIR via Bugac-KelebiaHumar should file their respective individual Flight Plans at least 3 hours prior to estimated time of departure.
2.1.1 Such Flight Plans shall also be addressed to LOWWYU.
2.1.2 Revisions to and cancellations of Repetitive Flight Plans and individual Flight Plans shall also be addressed to LOWWYU.
2.2 To avoid en-route holdings or intermediate landings aircraft operating agencies/pilots should, whenever Athinai ACC applies acceptance rates for the point Humar, request not earlier then 2 hours prior to the estimated time of departure an En-route Time Slot for the point Bugac indicating in the request the earliest possible time of arrival over the point Bugac.
2.2.1 Such requests shall be addressed to ETBSZG.
2.3 Slot Times for Bugac will be allocated by the Air Traffic Flow Management Unit Vienna and will be expressed as a four-digit time group and will allow for a tolerance of plus/minus 10 minutes for the flight concerned to arrive over Bugac.
2.3.1 Pilots should arrange their flight so as to arrive over Bugac as close as possible to the allocated Slot Time. Pilots of flights who are unable to meet an allocated Slot Time should immediately advise the appropriate air traffic services unit and request a revised Slot Time.
2.4 The following types of flights will be exempted from traffic flow restrictions:
a) Flights known or believed to be in a state of emergency (including flights subjected to unlawful interference)
b) Flights operating for humanitarian reasons
c) Flights on search and rescue missions
d) Flights with a "Head of States" status
e) Cargo flights carrying live-stock.
(II 37/80)

AIRWAY A4 RADAR VECTORING- With effect from the 07 August 1980, the airspace between the reporting points Starling and Segal within which aircraft bound for Copenhagen may be radar vectored by Copenhagen ACC will be changed as follows:

545500N 125100E - 545500N 130000E -
544400N 130130E - 543820N 125130E -
544400N 123100E - 545500N 125100E.
(II-43/80)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-ISL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR.
(II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on

approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

LGD 64 – KASSANDRA, REVISION OF LATERAL LIMITS: On the AIRAC date of 7 August 1980 the lateral limits of LGD 64 Kassandra will be revised as follows:

401600N 232200E – 400800N 232500E –
401000N 233000E – 401600N 232800E.
(II-17/80)

ALEXANDROUPOLIS: Refueling T.F. JET A1 and P.F. 100LL not available. (I-622/80)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

b. Flights operating predominantly in an East-West direction:

   i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

   ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

   i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

   ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

   iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

   i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

CAUTION: Night flying in Haiti can be hazardous due to exceptionally precipitous mountainous terrain, lack of visual cues and relatively low landing areas. Severe updrafts and downdrafts, abrupt changes in wind direction and velocity and severe turbulence may be encountered.

VFR night flying should be conducted at or above charted minimum en route altitudes since ground reference is minimal and mountains may blend with cloud formations.

Safety of flight in mountainous areas demands proper planning and a knowledge of the hazards associated with flying in these areas. (FAA)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light	
	2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG—less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG
1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's.

2. Route description:

i) Southbound route -Guangzhou - Shilong ("LQ" NDB) - 2232N 11406E (RUMET) - "HKG" NDB - "CH" VOR - Hong Kong. Transfer-of-control is at RUMET.

ii) Northbound route - Hong Kong - "CH" VOR -2221.5N 11352E (TEGAL) - 2224.5N 11348E (Neilingding Dao) - Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL.
(NOTE: Aircraft overflying Guangzhou to the direction of Kunming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.)

3. Communication procedure: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMET).
(II-A17/80)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport—Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft.
(II 05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scalloping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF—Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz. (II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.
1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.
2. On trial basis it is in force the following:
 a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:
  (1) 250 KT IAS at FL100 or below;
  (2) 210 KT IAS, starting the turn to intercept the ILS/LIS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;
  (3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;
  (4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.
3. Furthermore, Roma and Milano radar may request pilots:
 a. to adjust speed in a specific manner during the intermediate approach;
 b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.
4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:
 a. until crossing FL100 departing from aerodromes located within Milano TMA;
 b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.
(II-3/80)

IDENTIFICATION OF SIGNIFICANT POINTS IN ROMA, MILANO, BRINDISI FIR/UIR:

1. The following significant points within ROME FIR will be changed as shown:

Present Designator	Coordinates	New Desig.	Remarks
A14/C	4109N 1452E	AMSOR	A14
PANDA	4216N 1340E	ANEDA	G23
QUEBEC	4148N 0958E	BEKOS	G23N
BENNY	4103N 1440E	BENTO	NAPOLI CTR
A13/A	4012N 1301E	BEROI	A13
CENTO	4112N 1010E	CENTU	G2323
DELTA	4130N 1210E	ELVIN	AA1-ROMA TMA
EASY	4122N 1146E	ESINO	G14-ROMA TMA
DEALER	4011N 1406E	DELER	A1
U/R46/C	4222N 1013E	GILET	R46
LEONE	4308N 1245E	LEONN	A15
PAPA	4148N 1108E	MAMAR	ROMA TMA
ALPHA	4202N 1124E	MEDAL	A1-ROMA TMA
NORA	4316N 0959E	NORNI	A1E
PUMA	4202N 1255E	PEMAR	G23-ROMA TMA
QUEEN	4011N 1033E	QUEEN	G14
BRAVO	4148N 1143E	RAVAL	A1-ROMA TMA
ECHO	4113N 1232E	RIFFI	A1-ROMA TMA
U/R46/B	4211N 1052E	ROTIR	R46-ROMA TMA
FOX	4048N 1112E	ROXAN	G14
EAGLE	4018N 1320E	TAGEI	DW17
HOTEL	4102N 0934E	TALIN	G23
INDIA	4126N 1056E	TINTO	G23-ROMA TMA
CHARLIE	4136N 1201E	TORLI	A1-ROMA TMA
TURO	4052N 1152E	TURMO	DW4-ROMA TMA
KILO	4134N 1124E	VALMA	G23-ROMA TMA

2. Significant points already modified:

Present desig.	Coordinates	New desig.
U/G8/A	3827N 1900E	BAMBI
CRAY	4134N 1803E	CRAYE
DRAKE	3630N 1418E	DIRKA
TI	3744N 1056E	INDOR
CUTTLE	4233N 1559E	KATTI
CRAB	4401N 1355E	KERAB
LATON	3915N 1900E	LATAN
U/A1/F	3724N 1900E	LORNO
MARCO	4552N 0938E	MARCO
FIR BDRY R/UR22	4516N 1300E	ROTAR
SILLIAN	4645N 1225E	SOLNI
TIGER	4004N 1900E	TIGRA
FISH	4334N 1426E	TORPO
TUNA	4301N 1516E	TUNAL
TP	4052N 1152E	TUPAL
TN	3802N 1017E	NOISI
U/A9/C	3815N 0947E	OSMAR
TE	3651N 1130E	ROLBA

3. Other significant points will be modified by further NOTAM. (II-30/80)

JAMAICA

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.
   Within Tokyo FIR: 1200Z-1700Z
   Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

CHANGE OF MEA ON AIRWAY R-11: WEF 1501 GMT 9 July 1980, a part of MEA on airway R-11 will be changed as follows:

GTC 328°	40NM 5000	
GTC 40 DME Fix	60NM 9000	148° CFH

(II-128/80)

ESTABLISHMENT OF DIRECT ROUTES: WEF 0000 GMT 7 AUG 1980, direct routes will be established as follows:

HPE 017°	15NM 6000	HPE 15 DME	62NM 10000	197° MW
HPE 063°	10NM 5000	HPE 10 DME	36NM 9000	243° MQE
HPE 187°	20NM 5000	HPE 20 DME	44NM 6000	007° MX
HPE 218°	15NM 5000	HPE 15 DME	42NM 9000	
	YTE 15 DME		15NM 7000	038° YTE
HPE 234°	12NM 5000	HPE 12 DME	43NM 9000	
MMV	55NM 9000	GTC 20 DME		
	20NM 4000	054° GTC		
HPE 296°	15NM 5000	HPE 15 DME	17NM 7000	TWV
	21NM 6000	116° ATE		

Remarks: HPE--MQE and HP--ATE of present direct routes will be abolished concurrently. (II-159/80)

Commissioning of Runway 3000m at Kugoshima airport
WEF 2230 GMT 1 Oct 1980, runway extended to 3000m at Kagoshima airport will be commissioned as follows.
1. Aerodrome reference point will be relocated to 31°48'00"N/130°43'18"E. Elevation 271.6m (891 ft.)
2. Runway 16/34 physical characteristics:
3000x45m (9840x150') Asph-Concrete Runway
60x45m (200x150') Asph-Concrete overrun
3120x300m (10240x980') Strip
Runway Strength - SIWL 43000kg (94800 lb)
(II-202/80)

Abolishment of Non-Compulsory Reporting Point and Direct Route
WEF 1501 GMT 1 Oct 1980, following non-compulsory reporting point and direct route will be abolished:
Non-compulsory reporting point: SEAKING (SKG)
Direct Route:
SEAKING (SKG) 052° $\frac{\text{44NM}}{\text{6000}}$ TOSA (TSA)
$\frac{\text{35NM}}{\text{6000}}$ 232° GBE VOR (II-203/80)

Relocation of Non-Compulsory Reporting Point
WEF 1501 GMT 1 Oct 1980, non-compulsory reporting point will be relocated as follows.
Takeshima (TSM) 333025N 1342244E:

Brg/Dist from NAVAIDS:
099°/35±NM fm KRO (MRA 8000 ft.)
099°/35NM fm KR
063°/82NM fm SUC
061°/82NM fm SU
243°/44NM fm GBE
(II-204/80)

JORDAN

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) or an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

SPECIAL NOTICE: Reporting points OSCAR with coordinates 284200N 481800E and reporting point LIMA 285400N 481300E is to be cancelled. (II-22/80)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

ROBERTS INTL AIRPORT/LIBERIA: AVGAS 100/130 completely withdrawn until further notice. (II-4/80)

PROVISIONS FOR NON-SCHEDULED FLIGHTS:

Effective as of June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry & Transportation request that all Foreign Civilian and Military Registered aircraft wishing to overfly or land at Liberia's Aerodromes should comply with the following provisions. These provisions however, do not apply to normal scheduled commercial flights. Permission to overfly Liberia's Airspace or land at its Aerodromes is subject to prior request and approval. Request by mail should reach the Civil Aviation Authorities three (3) weeks before operation or if the request is made by telex two (2) weeks is required.

The request should include the following details:

1. Name, Nationality and address of applicant;
2. Aircraft registration marks or service number and Nationality of owners;
3. Type of aircraft;

4. Purpose of flight and nature of load;
5. Aerodrome of origin, date and time of departure;
6. Last aerodrome of departure before entering Liberia airspace, point and time of entering Liberia airspace - date time;
7. Aerodrome of landing in Liberia - date and time;
8. Point and time of exit;
9. First aerodrome of landing after leaving Liberia - date and time;
10. Final destination - date and time.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded;
2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission;
3. Aircraft not in possession of permission are liable to be dealt with severely;
4. Aircraft in possession of permission are required to stick as far as practicable to the approved timing;
5. Approved requests will be void after 24 hours of the date/time of entry.

The Civil Aviation Administration therefore, request that all concerned MUST strictly adhere to the above regulations. (AIC 04/80)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N 13°23'E--32°50'N 16°00'E--31°31'20"N 16°00'E—31°55'N 14°07'E--32°43'N 13°36'E--32°45'N 13°32'E—32°50'N 13°11'E 32°55'N 13°10'E--32°55'N 13°10'E--33°02'N 13°10'E--33°19'N 13°23'E.
2. Vertical limits of the airspace:

   UNL
   GND
3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRO", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

REMOVAL OF RESTRICTIONS ON AIRCRAFT REGISTERED IN ZIMBABWE:

1. With immediate effect, the restriction previously existing under which aircraft registered in or owned by Zimbabwe (formerly Rhodesia) or any other aircraft destined for or departing from Zimbabwe were not permitted to fly over Libyan territory or land within the S.P.L.A.J. is removed. (II-A036/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

ESTABLISHMENT OF ROUTE SEGMENT PENANG–KOTA BHARU OF AIRWAY GREEN 68 KUALA LUMPUR FIR

1. INTRODUCTION:

1.1 WEF 0001Z on 2 October 1980, ATS route designated Green 68 (Medan-Penang) shall be extended from Penang VCR (VPG) to Kota Bharu VOR (VKB) as an airway.

2. CHARACTERISTICS OF THE AIRWAY:

2.1 Type: Airway (/IV)

2.2 Airway centreline: A straight line joining Penang VPG and Kota Bharu VKB VORs.

2.3 Lateral limits: The airway shall have a width of 20 NM throughout i.e. 10 NM on either side of the airway centreline.

2.4 Vertical limits: The vertical limits of the airway and the reporting points are shown in Appendix A.

3. SEPARATION MINIMA

3.1 10 minutes longitudinal separation shall be applied between aircraft of same TAS and level.

4. CONTROLLING AUTHORITY

4.1 Penang–Kota Bharu Route Segment of G68. The controlling authority shall be Kuala Lumpur ACC, or Butterworth APP, as appropriate.

4.2 Delegation of Authority: The controlling authority for the short route segment of G68 cutting across the southern part of the Bangkok FIR shall be Kuala Lumpur ACC.

4.3 ATS Units, Callsigns and Frequencies:
Kuala Lumpur ACC–Lumpur Control-132.8/132.6 MHz.
Butterworth APP-Butterworth Approach-133.1 MHz.

5. FLIGHT PLAN REQUIREMENTS

5.1 Aircraft intending to operate along the route segment Penang-Kota Bharu shall submit flight plans at least one hour before their estimated time of departure. (II-14/80)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) –Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorized under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

NEW ZEALAND

NANDI – NAURU - TONIK: ATS ROUTE B77: The ATS Route B77 Nandi-Nauru-Tonik becomes effective 7 August 1980. The 5 letter name-code designators and reporting point coordinates within the Nandi FIR are listed below:

GUSMA	16°14'04"S	176°28'29"E
ATRAS	9°48'49"S	172°27'39"E
BULFO	5°42'47"S	170°00'00"E

Tracks and distances between reporting points are as follows:

NANDI VOR	– GUSMA	316°M	100NM
GUSMA	- ATRAS	317°M	450NM
ATRAS	– BULRO	318°M	285NM
BULFO	- NAURU	319°M	360NM

The Nandi-Nauru section of ATS Route B77 will be included in next edition of NZ-RNC3. (II-28/80)

FALEOLO – PAGO PAGO – FALEOLO: NEW ROUTE With effect from 30 September 1980, the following route structure is authorized:

Route Designator: ZULU ROUTE.

Tracks, distances and MSA between reporting points are as follows:

Faleolo VOR MSA 3194FT.	COCO REP	045°MAG	18NM
COCO REP MSA 1500FT.	COLA REP	045°MAG	13NM
COLA REP MSA 3300FT.	PAGO PAGO NDB	124°MAG	68NM

COLA REP position: 13°32'18"S 171°32'32"W.

The NZ-TAC 7 and Planning Manual will be amended later. 69/1/12 ADCA (FO)

Issued pursuant to Regulation 8A of the Civil Aviation Regulations 1953. (II-B37/80)

ESTABLISHMENT OF ATS ROUTE: TONGA-RAROTONGA With effect from 0001 GMT 1 October 1980, ATS route B98 was extended from Tonga to Rarotonga.

The five-letter name-code designators and reporting point coordinates are:

VISIK	21°18'38"S 171°43'37"W On Nandi/Auckland OCA/FIR (Cook Sector) boundary.
NOPAN	21°20'58"S 165°00'00"W In Auckland OCA/FIR (Cook Sector).

Tracks and distances between reporting points are:

Rarotonga VOR	NOPAN	255°MAG	291NM
NOPAN	VISIK	257°MAG	377NM
VISIK	Tonga NDB	259°MAG	196NM

Revised pages to the NZAIP-Planning Manual will be issued and the Tonga-Rarotonga section of ATS Route B98 will be added to NZ-RNC3. (II-B40/80)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:

   a. Position, flight level and time at which the deviation from the route is expected to be made.

   b. Direction and distance upto which the aircraft is likely to deviate from the route.

   c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-3/80)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-12/80)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-3/80)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and

10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft, Mode A/3 Code 1200. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE—Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

REQUIREMENT FOR GENERAL AVIATION PILOTS FILING IFR FLIGHT PLANS: For strict compliance by all concerned, effective immediately, all general aviation pilots filing IFR flight plans shall certify on the available space on the face of the flight plan that both pilot and aircraft are IFR rated. (II-AIC 4/80)

DECOMMISSIONING OF LORAN-A STATIONS: As of 1 July 1980, the following LORAN-A stations operated by the Philippine Coast Guard has been decommissioned:

1. LORAN Station Batan---------2H3/2H$
2. LORAN Station Catanduanes--2H4
3. LORAN Station Naulo Point--IL6
4. LORAN Station Talampulan---IL6/IL7
5. LORAN Station Tarumpitao----IL7

(II-27/80)

PORTUGAL

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE: For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

SANTA MARIA OCEANIC FIR-PLAN DATA
1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES; In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.
1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;
2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;
3. Requests for clearances should include the following information:
a. Call sign;
b. Present and requested flight level;
c. Coordinates of OCA entry point and an accurate estimate for this point, and;
d. Any change to filed Flight Plan.
4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. ROUTE DESIGNATION
1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67); 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. FLIGHT LEVEL UTILIZATION
2.1 Appropriate to direction of flight.

3. FLIGHT PLANNING
3.1 Flights to/from/over the Caribbean area estimated to cross 30W:
3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;
3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.
3.2 Random flight planning during other hours is acceptable.
3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.
3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. AIR TRAFFIC PROCEDURES
4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;
4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.
4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.
4.4 AIC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.
4.5 Aircraft operating on the defined route system shall report over the latitude/longitude points specified in 1.1 or 1.2 above.
(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:
1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.
2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.
3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B—A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53—P34—R39—G43—G49—G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East:

From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:

(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.

The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

JEDDAH FIR—TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAC SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

TENERIFE AD. - FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. - UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRB (RAC 3.2-27 REF) is established as shown below:

	TUDELA INT		
	4159N 0132W		
		056	78
		236	144
UIR MADRID	UIRB		
UIR FRANCIA	4248N 0009W		

PINA INT is cancelled on this airway. (II-277/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES—With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the

requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR—CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TANZANIA

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100IL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWO paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from Zimbabwe are permitted to overfly, land in, or depart from Tanzania. in accordance the provisions governing foreign registered aircraft contained in AIP Tanzania FAL SECTION. (II-A42/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and OLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

REGULATIONS FOR SMALL AIRCRAFT AND HELICOPTERS FLYING NON-SCHEDULED FLIGHT

During declaration state of national emergency, subject to the provision Article 89 of the Chicago Convention, small aircraft and helicopters of the Contracting States of the Convention of International Civil Aviation intending to fly non-scheduled flight to/from Thailand must submit an application to the Department of Aviation not less than 15 days prior to flight commencement. Such application must contain the following particulars:

1. Number and Type of Aircraft
2. Identification/Nationality and Registration of the Aircraft
3. Flight Rule and Status
4. Route Schedule
5. Date/Times entry/exit BKK FIR boundaries
6. Date/Times of Arrival/departure (In case of landing in Thailand)
7. Airways to be used via BKK FIR
8. Alternate Aerodrome
9. Speed
10. Level
11. Endurance
12. Passenger on board
13. Crew
14. Purpose of landing
15. Purpose of flight
16. Owner & address

Other small aircraft and helicopters of Non-Contracting States of the Convention on internation Civil Aviation desiring to fly in transit non-stop across Thailand or to land in Thailand for non-traffic purposes must apply and obtain prior permission through diplomatic channel. The application according to the above mentioned regulation must contain all the above particulars 1 - 16.

This AIC will come into effect from 20th June 1980. (AIC-3/80)

1. Referring to AIP-Thailand page FAL 1-4 dated 27 Dec 79, there will be changes with immediate effect as follows:

Note: 3) The Health Part of the General Declaration is required in detail by Health Authority if there is a case or suspected case of international quarantinable diseases on board during the flight. The name of such sick passenger should be mentioned (marked) in the Passenger Manifest.

1.2.3. PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

1.2.3.1 Public Health measures are required to be carried out in respect of aircraft entering Thailand in accordance with Infections Disease Act, Thailand, and International Health Regulations (WHO).

1.2.3.2. Aircraft arriving from abroad may land at an international airport provided the aircraft has been disinfected while in flight approximately thirty minutes before arrival at the airport. The insecticide to be used is authorized aerosol (Standard reference aerosol). If, in special circumstances, a second spraying of the aircraft is deemed necessary by the Health Authority to be carried out on the ground, passengers and crew are permitted to disembark beforehand.

2. The following Public Health Requirements in paragraph 2.3.1 and 2.3.2 of AIP-Thailand page FAL 1-9 dated 17 Aug 72 are revised and will be applicable with immediate effect; the old requirements are hereby cancelled.

2.3. PUBLIC HEALTH REQUIREMENTS

2.3.1 The requirements of possession the valid international certificates of vaccination or revaccination against yellow fever is necessary if the individual comes from infected area, except the direct transit passenger who remains in direct transit area of that Airport.

2.3.2 In accordance with the Immigration Act, Thailand B.E. 2522; Aliens which fall into any of the following categories are excluded from entering into the Kingdom:

2.3.2.1 Mental or physical defects, having any of the diseases prescribed in the Ministerial Regulation of the following diseases: leprosy, tuberculosis, filariasis in the stage of repulsive in appearance, tertiary stage of syphilis, and drug addicts.

2.3.2.2 Having not yet been vaccinated or inoculated or undergone any other medical treatment for protection against quarantinable diseases during the Declaration of the above mentioned diseases and having refused to have such vaccinations administered by the Immigration Doctor.

2.3.3 On departure, no health formalities are required.
(II A13/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

DUBAI INTL: With effect from 15 July 1980 the fuel grades available at Dubai Intl airport are as follows: AVGAS - 100LL and JET A1 only. (II-106/80)

RAS AL KHAIMAH: The Smallpox vaccination is no longer required for arrival at Ras-Al-Khaimah Intl airport. (II-108/80)

SHARJAH: The Smallpox vaccination is no longer required for arrival at Sharjah Intl airport. (II-109/80)

UNITED KINGDOM

PEAK PERIOD ROUTES AND AIRWAYS AMBER THREE FOUR WEST/UPPER AMBER THREE FOUR WEST AND WHITE ONE TWO/UPPER WHITE ONE TWO: From 1st May, 1980 Peak Period Routes A34W/UA34W and W12/UW12 will be active from 1200 GMT on Fridays to 0700 GMT on Mondays and from 1200 GMT on the days preceding to 0700 GMT on the days following Public Holidays. The routes may not be available at certain times due to military activity and these times will be published by NOTAM Class One. The availability of A34W/UA34W/W12/UW12 between 1200 GMT and 1700 GMT on Fridays and the days preceding Public Holidays is also subject to agreement on that day between the ATC Authorities of France and the United Kingdom and non-availability will be notified by NOTAM Class One. (II-A255/80)

LONDON/HEATHROW AIRPORT--NIGHT MOVEMENT RESTRICTIONS: Until further notice no landings or take-offs by non-scheduled operators are permitted within the night quota times notified in NOTAM A184/1980. All non-scheduled operators and handling agents must note that when permission is granted for a flight to operate into and/or out of Heathrow, such permission ceases to apply if the approved time is not adhered to. No extension will be granted to enable the flight to operate within the night quota period. (II-359/80)

ADVISORY AIRSPACE--ATS ROUTE DELTA WHITE THREE: NOTAM A333/1980 amended the reporting points on certain routes following the changes made in the en-route Holding Patterns published in NOTAM A332/1980. In particular, the mandatory reporting point Start Point (591540N 022200W) was eliminated from ATS route DW3. However, as there is a need for a reporting point in this position, it is proposed to restore Start Point as a mandatory reporting point on DW3, and to make the Holding Point KISTA (593027N 015652W) an "on request" reporting point. This will be effective from 10 July 1980. (II-A393/80)

STANDARD ROUTES TO AIRPORTS WITHIN THE LONDON TMA: Standard routes inbound to London/Heathrow, London/Gatwick, Luton and Stansted from the North are affected by the revised routes promulgated for the Daventry CTA in A308/1980, which were introduced on 12th June, 1980.

2. The standard routes for aircraft inbound to London/Heathrow, Luton or Stansted from the North on Airways A1E or A1/B3 are revised to route via Westcott NDB instead of Kingswood.

3. The standard route for aircraft inbound to London/Gatwick from the North via A1/B3 at FL 90 to FL 120 inclusive is Honiley--Woodley--Midhurst--Mayfield, but occasionally due to activity on EGD. 129 ATC may require aircraft to route additionally via Westcott NDB. (II-A451/80)

MINIMUM CRUISING LEVELS ON ADVISORY ROUTE DELTA BLUE THREE TWO (DB32): As a result of the introduction of a lowered base for Airway Amber One in the vicinity of Cowly (Notam A307/1980 refers), the minimum cruising level restriction (when applicable) on DB32 between Norry and Westcott is now lowered to FL 90. (II-A452/80)

FLIGHT PLAN ANNOTATION--COMPLIANCE WITH MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS): In accordance with Regional Supplementary Procedures, the following requirement came into effect on 2 Nov 1978.

2. For flights intending to operate within North Atlantic MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certified as complying with the MNPS. (II-A502/80)

EDINBURGH AIRPORT: Refuelling times for AVGAS 100LL are now as follows:

1 Oct to 30 Apr 0830 to 1700 (local) Monday through Friday, 0900 to 1200 (local) Saturday, Sunday and Public Holidays.

1 May to 30 Sep 0830 to 1900 (local) Monday through Friday, 0900 to 1700 (local) Saturday, Sunday and Public Holidays.

This fuel is available from Aero Services Tel: 031-334 7660 or 031-334 4695 other times by arrangement plus surcharge to 031-229 5912. (II-A503/80)

VENEZUELA

MAIQUETIA FIR-New ATS Routes.
With effect from August 7th, 1980, at 0000GMT, shall be implement new ATS routes as follows:

i) ROMEO VEINTIDOS (R - 22) between VOR MAU (MENE MAUROA) and NDB RHC (RIO HACHA), lower airspace.

ii) UNIFORM ALFA CUARENTIDOS (UA -42) between VOR MI (MAIQUETIA) and NDB SJE (SAN JOSE DEL GUAVIARE), Upper Airspace.

Chart RNC - 2N RAC 2.40.0 dated 6 Sep 79/61 routes UA42 between VOR BNS (BARINAS), VOR VVE (VILLAVICENCIO) and UW17 between VOR MI (MAIQUETIA) and VOR CZO (CALABOZO), delete. (II-A3/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details.)
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE—CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY
(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

AFTN Address to be used for obtaining prior permission to enter Yugoslavian airspace is LYBBYE. (AIP)

ZAIRE

FIR - KINSHASA:

- Upper limit of CTR of Kinshasa: FL 55
- Coordinates of reporting point APULO: 0547S - 1637E.
- New indicators for the reporting points:

  Route ATS H4 KASAI 0534S-2053E becomes RURGO

  Route ATS A48 KASAI 0834S-2200E becomes SENAL

  Route ATS V3 KASAI 0400N-1900E becomes FIPEP

  Route ATS H10 MARINGA 0007N-2256E becomes RUMLA

  Route ATS J2 MAMBASSA 0118N-2903E becomes ODNAS
  0056S-2755E becomes OGDAM

- Reporting point BUNIA VOR, BORSO, BILID, KINDU VOR and LUB VOR become reporting ATS/MET.

(II-A013/80)

ZAMBIA

LUSAKA F.I.R. NON SCHEDULED FLIGHTS: The Zambian Airspace is now open to all non-scheduled flights except Western Province. Those operators wishing to operate into or over fly Western Province of Zambia must apply to the Commander Zambia National Defense Forces giving ten (10) days Prior Notice and Approval must be received by the applicant before flight is under taken.

The application must include the following:
(a) pilots name
(b) operators name and address
(c) type of aircraft and registration
(d) route or area of operation
(e) purpose of flight dates, timings etc.

All applications are directed to the Commander Z.N.D. Forces. (II-5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

CYPRUS

LARNACA INTL: Fuel grade 100L is no longer available at Larnaca International Airport. (DOS 7/80)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

IRAQ

WIE and UFN all Iraqi airspace and Iraqi airports are closed for all operations. (See existing NOTAMS) (DOS 9/80)

LIBERIA

Effective June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry and Transportation request all foreign civilian and military registered aircraft (not normal scheduled commercial flights) wishing to overfly or land at Liberian aerodromes compliance with the following provistions: Permission to overfly or land is subject to prior request. Request should be made by mail and should reach civil aviation authorities three weeks prior to operation (or two weeks if request made by telex). Request should include the following:

1. Name, nationality and address of applicant.

2. Aircraft registration marks or service number and nationality of owners.

3. Type of aircraft.

4. Purpose of flight and nature of cargo.

5. Aerodrome or origin. Date and time of departure. Last aerodrome departed before entering Liberian airspace.

6. Date, time and point of entering Liberian airspace.

7. Date, time and aerodrome of landing in Liberia.

8. Point and time of exit.

9. Date, time and first aerodrome of landing after departing Liberia.

10. Date and time of final destination.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded.

2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission.

3. Approved requests will be void after 24 hours of the date/time of entry.

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

- Cancun
- Chetamal
- Cozumel
- Cuidad Acuna
- Cuidad Juarez
- Hermosillo
- Matamoros
- Merida
- Mexicali
- Nogales
- Nueva Laredo
- Piedras Negras
- Reynosa
- Tapachula
- Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N – 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DCS 11/12/79)

SPAIN

The American Embassy in Madrid, Spain, advises that bearers of Diplomatic and Official Passports must obtain a visa prior to their arrival in Spain. There are no exceptions to this requirement. Official/Diplomatic passport holders arriving without visas can expect either not to be admitted at all, or to suffer interminable delays at the airport which may well interfere with official work schedules or private itineraries. (DOS 9/80)

THAILAND

The American Embassy in Bangkok, Thailand, advises that all U.S. Government Personnel assigned to perform temporary duty in Thailand must obtain an entry visa prior to arriving in Thailand. Travelers arriving without a visa must apply for a transit visa which is valid for only fifteen days. It cannot be extended. To preclude having to leave Thailand after fifteen days, the traveler must obtain a visa prior to arrival. (DOS 9/80)

TURKS AND CAICOS ISLANDS:

Charter, commercial and freight aircraft require 24 hour prior permission to land. Address to: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE—North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.)
Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:
(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.
(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:
(a) between sunset and sunrise,
(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,
(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.
Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:
(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.
(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.
(c) repeat steps (a) and (b), as practicable.
The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:
    a. Track and ground speed checks.
    b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.
    c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.
    d. Position of heavy cloud in relation to the aircraft.
2. The procedure to be followed for the use of this service is as follows:
    a. Use the following VHF radio frequencies for contacting radar station:
        (1) 126.2 King Salmon and Fort Yukon, Alaska areas only.
        (2) 126.2 Northern DEW stations.
        (3) 133.2 for Icelandic military ADIZ.
        (4) 122.2 for other areas.
    b. Call "Radar Assistance."
    c. The subsequent call sign of the ground station will be the call sign given by the ground station.
    d. After communication has been established with ground radar station, request the service desired.
    e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.
    f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.
    g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.
*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: Effective 0001Z 30 October 1980 within the New York Oceanic Airspace, the minimum lateral separation applicable between aircraft which meet the minimum navigation performance specifications (MNPS) and which operate within North Atlantic Airspace will be reduced to 60NM.

In addition, 60NM between aircraft which meet minimum navigation performance specifications (MNPS) and which operate in MNPS airspace or while within the New York Oceanic area are transitioning to or from MNPS airspace at MNPS flight levels. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12—132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.

The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE—NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

*U.S. GOVERNMENT PRINTING OFFICE: 1980 341-437/11 1-3

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3432 0800-1700 Monday-Friday; other times call 202-426-3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES—As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet—from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)—from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR—transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
   --aircraft identification
   --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
   --aircraft identification
   --position
   --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN—EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:

1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the

Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:
a) U.K. SOUTH-EAST;
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
a) Austria, Hungary, Romania, Bulgaria (via Hungary)
b) Yugoslavia (except Belgrade), Greece
c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1W-VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
a) Austria, Hungary, Romania, Bulgaria (via Hungary)
b) Yugoslavia (except Belgrade), Greece
c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
a) Yugoslavia (except Belgrade), Greece
b) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
a) U.K. South-east, Belgium, London/Gatwick
b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)
Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
a) U.K. South-east, London/Heathrow, Belgium
b) France, Switzerland
c) U.K. North, Netherlands
Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
a) U.K. South-east, London/Heathrow, Belgium
b) U.K. North, Netherlands
c) France, Switzerland
Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
a) Northern Germany (Federal Republic of Germany)
b) Stuttgart (via Austria)
Route to be followed: UB9-LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

EXTENSION OF MANDATORY OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 Oct 1980 all aircraft within the FIR WIEN operating on night VFR flights outside the traffic circuit of aerodromes shall carry on board a SSR transponder meeting the Standards of ICAO Annex 10, Vol I, Part I, item 2.5.
2. The transponder shall have the capability to respond at least to Mode A interrogations and to reply with 4096 codes.
3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.
4. If pilots select on Mode A either Code 7700, 7600, or 7500, this will be indicated on the controllers display automatically.
5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part I, item 13.4. (II-A057/80)

THE BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES—Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE--Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BAHRAIN FIR: The Smallpox vaccination is no longer required for arrival in Bahrain, Oman and Qater Airports. (II-110/80)

BAHRAIN FIR: Visual Reporting Point UMM SAID has been redesignated SOUTH POINT. (II-118/80)

BAHRAIN: Low Lead AVGAS 100LL now available at BAHRAIN INTL airport. Inquiries concerning specification should be made to B.P. P. O. Box 299 Bahrain. (II-123/80)

BAHRAIN FIR: WIE and UFN route and level restrictions will apply to all flights including HAJ flights transitting Bahrain and Jeddah FIRs and enroute to Saudi Arabian Airports.

1. Traffic to/from Iran and Far East:
To OEJD via R58-GOLBI-DHA-A1-SILNO-MAC-OCT RGB—G53—JDW FL 310 or above.
From OEJD via B57-BDB-YUSEF-RIY-G53E-DHA or via B57-GAS-PAF FL 290 or below to request level change from Bahrain ACC.

2. Traffic to/from Baghdad Area:
To OEJD via A60—RAH—RAMIL—A60F—HIL—A60 JDW FL 260 unless level change obtained from Bahrain ACC before RAFHA.
From OEJD via A60E-MAD-A60—HIL—A60F—RAH standard flt levels.

3. Traffic to/from Kuwait:
To OEJD via R65-GOLBI-DHA-A1-SILNO-RIY (or as directed by RIYADH ATC) —RGB—G53—JDW FL 310 or above or via PAF-B54-NEVOM-HIL-A60—JDW FL 310.
From OEJD via JDW-B57-GAS-PAF FL 290 and below to request level change.
From Bahrain ACC or FL 290 and above if previously ATC coordinated by BIR-DARB.

4. Westbound traffic overflying Jeddah FIR from HAIL HIL VOR via Awy W4 FL280 and 350 or above. (II-139/80)

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.
(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water.
(II-A036/79)

BERMUDA

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

ATS ROUTE B 23 - SEA ISLE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the ATS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

CANADA

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance

with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

CHILE

SANTIAGO FIR: With effect from JUN/12th/1980, in AWY A5 from 30 NM to the North of TBN (NDB) non directional radio beacon, will be increased the controlled airspace to the East of the AWY A5 in 5 additional NM. The additional controlled airspace before mentioned it is protected to the South to join with the controlled airspace of UMKAL 1 procedure (STAR 1). (II-A46/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)--Bose (Poseh)--Gaoyao (Kaoyao)—Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II-16/79)

SPECIAL NOTICE—IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou—Shilong--2230N 11450E--2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) --Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)—Guangzhou NDB 'FO'--Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m

over Shilong and to continue descending to 3,000m over ROMEO;

(6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;

(7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;

(8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;

(9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;

(10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.
Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.

3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.

4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

NOTIFICATION OF ESTABLISHMENT OF AIR CORRIDOR IN KUNMING AND REROUTING OF GAOYAO-KUNMING AND NANNING-LAOLIANGCANG ROUTE SEGMENTS:

1. Kunming Air Corridor

(1) Kunming Aerodrome (VOR) - Luxi (NDB), Width 10Km.

(2) Inbound aircraft from or outbound aircraft towards the direction of Hongkong, Guangzhou and Nanning and aircraft overflying Kunming from or towards the direction referred to above are to follow this corridor.

(3) Flight altitude within the air corridor: Outbound 6,000m (QNE); Inbound 5,700m (QNE). Aircraft overflying Kunming must proceed along the air corridor, maintaining assigned enroute altitude.

(4) Navigational aid: Luxi NDB coordinates N24°31'E103°45', ident ZN, frequency 387Khz, hour of operation HO.

(5) Heading (M) and distance: Kunming (VOR)-Luxi (NDB) 118°/298° 115km.

(6) ATC requirements

a. Before entry into the air corridor aircraft must establish contact with Kunming Tower, taking the initiative in reporting flight conditions and follow its instructions.

b. Aircraft overflying Kunming must proceed along the air corridor maintaining assigned enroute altitude, establish contact in time with Kunming Tower and follow its instructions.

c. Aircraft within the air corridor may make ascent or descent when so cleared by the tower.

2. Re-routing of Route Segments

(1) The Gaoyao-Bose-Kunming segment of Guangzhou-Kunming route will be rerouted as Gaoyao-Laibin-Bose-Luxi-Kunming (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Gaoyao NDB-Laibin NDB 284°/104° 339km-Bose NDB 275°/95° 265km-Luxi NDB 284°/104° 304km-Kunming VOR 298°/118° 115 km.

b. Cruising level: Gaoyao-Kunming FL110m, Kunming-Gaoyao FL100m.

c. Minimum safe altitude: Gaoyao-Laibin 193m, Laibin-Bose 1626m, Bose-Luxi 3101m, Luxi-Kunming 3509m.

d. Navigational aid: Laibin NDB coordinates N23°44'E109°14', ident KC, frequency 393Khz, hour of operation HO.

(2) The Nanning-Laoliangcang segment of Nanning-Wuhan route will be re-routed as Nanning-Laibin-abeam Guilin-Laoliangcang (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Nanning NDB-Laibin NDB 42°/222° 166km-abeam Guilin NDB 33°/213° 197km-Laoliangcang NDB 33°/213° 370km.

b. Minimum safe altitude: Nanning-Laibin 1960m, Laibin-Laoliangcang 2741m.

The above notification will become applicable from 1601Z on April 29, 1980.
(II-03/80)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

DOMINICAN REPUBLIC

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part G.2.20, chapter 2 of the ICAO anexo 9. (II-62/80)

FIR/CTA SANTO DOMINGO-NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOF (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-68/80)

SPECIAL NOTICE: The only requirement for private aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata, is sending the corresponding flight plan.

The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata must solicit a permission with at least 72 working hours in advance, via cable, to DIRACIV, Santo Domingo, Dominican Republic. (II-58/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:

1) position NUBAR 2200N 3145E.

2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.

3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE—WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa--heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara—heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority.
(II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority.
(II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA-MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead.
(II-6/80)

FINLAND

KRUUNUPYY AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

> Fuel grade JET A-1 is now available at Kruunupyy aerodrome. (II-50/80)

PORI AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

> The distribution of fuel grade JET A-1 has been discontinued. (II-51/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (WEST)

NOTIFICATION OF IFR FLIGHTS FROM AND TO FRANKFURT (MAIN) AIRPORT:

1. All IFR flights from and to Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany in order to achieve a maximum degree of regular utilization of facilities at Frankfurt (Main) Airport and in order to avoid undue delays in flight operations. The Scheduling Coordinator of the Federal Republic of Germany acts by order of the Federal Minister of Transport.

2. Departures and landings of the following aircraft are excepted from the above notifications:
- -aircraft approaching Frankfurt (Main) Airport as an alternate aerodrome for provable meteorological, technical or other safety reasons.
- -aircraft on a mission in disasters or rendering medical assistance.

3. The flight restrictions existing for Frankfurt (Main) Airport with regard to its utilization (AIP AGA-2-5-2/A and AGA-2-5-2/B) shall be observed.

4. Approvals of entries and exits pursuant to section 2 paras 6 and 7 LuftVG granted by the Federal Minister of Transport do not include a confirmation of the estimated times of arrival and/or departure at/from Frankfurt (Main) Airport.

5. Notification commercial flights has already become compulsory (AIP I FAL-1-4).

6.1 For other IFR-flights including air taxi flights the estimated times of arrival (ETA) and/or departure (ETD) at/from Frankfurt (Main) Airport shall be notified to the Scheduling Coordinator of the Federal Republic of Germany at least 3 hours prior to the planned times. Non-observance of this minimum period is admissible in exceptional cases which shall be substantiated.

6.2 Notifications shall be submited directly to the Scheduling Coordinator of the Federal Republic of Germany via: Tel.: Frankfurt (0611) 690-5233,690-5027; AFTN: EDDFYH; SITA: FRAZRLH; TELEX: 4-12700 hkgd during office hours (0600-2000 daily). Outside office hours the Scheduling Coordinator of the Federal Republic of Germany short-term flights with an estimated time of arrival and/or departure for the evening of the same day or not later than 0900 of the following day may be notified to the AIS unit Frankfurt, telephone (0611) 690-3168, 690-5216, AFTN: EDDFZP.

6.3 The contents of all notifications including those passed by telephone shall correspond to the ICAO flight plan form (AIP I RAC-1-2-15) and comprise at least the following data:
-date of flight
-aircraft identification (Item 7)
type of aircraft (Item 9)
-aerodrome of departure and estimated time of departure (Item 13)
-route (Item 15)
-aerodrome of destination and estimated time of arrival (Item 17)

As additional information the AIS unit shall be stated where the flight plan (FPL) will be filed.

6.4 Prior to the acceptance of the flight plan (FPL) the times of arrival and/or departure require approval by the Scheduling Coordinator of the Federal Republic of Germany. Flight plans will not be accepted unless the estimated times of departure (ETD) and/or arrival (ETA) from/at Frankfurt (Main) Airport are identical with the coordinated and confirmed times.

6.5 Cancellations of previously coordinated flights shall be notified without delay to the Scheduling Coordinator of the Federal Rupublic of Germany; alterations of previously coordinated and approved times of arrival and/or departure require re-coordination.

7. In case of short-term notifications of flights, priority handling of previously coordinated flights must be expected. This NOTAM supersedes NOTAM N 26/79. (II-223/79)

CHANGE OF OPERATIONAL PROCEDURES IN RHEIN UIR: With effect from 10 JUL 1980 the following changes of operational procedures will be implemented.

Maintenance of a smooth flow of air traffic via reporting point Tango (TGO) demands that aircraft entering the upper airspace of the Federal Republic of Germany from Zurich UIR and proceeding to the airports Bremen, Dusseldorf, Koln-Bonn and Munster-Osnabruck, be cleared exclusively via standard route TRA-UA9-FFM.

The modified standard routes are published in AIP I RAC-2-6. (II-86/80)

TRAFFIC FLOWS TO OR THROUGH GREECE VIA BUGAC-KELEBIA-HUMAR:
1. Introduction
1.1 New procedures for management of the Air Traffic Flow to or through Greece via BugacKelebia-Humar have been agreed between the states Austria, Czechoslovakia, Denmark, the German Democratic Republic, Finland, Hungary, Norway, Poland, and Sweden.
1.2 The procedures will be applied on 01 July 1980, 0001 GMT.
2. Procedures
2.1 Where Repetitive Flight Plans do not exist, aircraft operating agencies/pilots planning operations to or through Athinai FIR via Bugac-KelebiaHumar should file their respective individual Flight Plans at least 3 hours prior to estimated time of departure.
2.1.1 Such Flight Plans shall also be addressed to LOWWYU.
2.1.2 Revisions to and cancellations of Repetitive Flight Plans and individual Flight Plans shall also be addressed to LOWWYU.
2.2 To avoid en-route holdings or intermediate landings aircraft operating agencies/pilots should, whenever Athinai ACC applies acceptance rates for the point Humar, request not earlier then 2 hours prior to the estimated time of departure an En-route Time Slot for the point Bugac indicating in the request the earliest possible time of arrival over the point Bugac.
2.2.1 Such requests shall be addressed to ETBSZG.
2.3 Slot Times for Bugac will be allocated by the Air Traffic Flow Management Unit Vienna and will be expressed as a four-digit time group and will allow for a tolerance of plus/minus 10 minutes for the flight concerned to arrive over Bugac.
2.3.1 Pilots should arrange their flight so as to arrive over Bugac as close as possible to the allocated Slot Time. Pilots of flights who are unable to meet an allocated Slot Time should immediately advise the appropriate air traffic services unit and request a revised Slot Time.
2.4 The following types of flights will be exempted from traffic flow restrictions:
a) Flights known or believed to be in a state of emergency (including flights subjected to unlawful interference)
b) Flights operating for humanitarian reasons
c) Flights on search and rescue missions
d) Flights with a "Head of States" status
e) Cargo flights carrying live-stock.
(II 37/80)

AIRWAY A4 RADAR VECTORING- With effect from the 07 August 1980, the airspace between the reporting points Starling and Segal within which aircraft bound for Copenhagen may be radar vectored by Copenhagen ACC will be changed as follows:

545500N 125100E - 545500N 130000E -
544400N 130130E - 543820N 125130E -
544400N 123100E - 545500N 125100E.
(II-43/80)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07). More specifically when South or South-Easterly winds of more than 10-15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on

approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

LGD 64 - KASSANDRA, REVISION OF LATERAL LIMITS: On the AIRAC date of 7 August 1980 the lateral limits of LGD 64 Kassandra will be revised as follows:

401600N 232200E - 400800N 232500E -
401000N 233000E - 401600N 232800E.
(II-17/80)

ALEXANDROUPOLIS: Refueling T.F. JET A1 and P.F. 100LL not available. (I-622/80)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

b. Flights operating predominantly in an East-West direction:

   i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

   ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

   i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

   ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

   iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

   i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

   a. 10° of longitude South of 70°N (between 5°W and 65°W), and

   b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and 72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

CAUTION: Night flying in Haiti can be hazardous due to exceptionally precipitous mountainous terrain, lack of visual cues and relatively low landing areas. Severe updrafts and downdrafts, abrupt changes in wind direction and velocity and severe turbulence may be encountered.

VFR night flying should be conducted at or above charted minimum en route altitudes since ground reference is minimal and mountains may blend with cloud formations.

Safety of flight in mountainous areas demands proper planning and a knowledge of the hazards associated with flying in these areas. (FAA)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light 2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG—less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG

1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's.

2. Route description:

i) Southbound route -Guangzhou - Shilong ("LQ" NDB) - 2232N 11406E (RUMET) - "HKG" NDB - "CH" VOR - Hong Kong. Transfer-of-control is at RUMET.

ii) Northbound route - Hong Kong - "CH" VOR -2221.5N 11352E (TEGAL) - 2224.5N 11348E (Neilingding Dao) - Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kumming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.)

3. Communication procedure: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMET). (II-A17/80)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport—Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II 05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions.
(II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scallopping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF—Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz.
(II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course.
(II-1/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL.
(II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.
2. On trial basis it is in force the following:
   a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:
      (1) 250 KT IAS at FL100 or below;
      (2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;
      (3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;
      (4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.
3. Furthermore, Roma and Milano radar may request pilots:
   a. to adjust speed in a specific manner during the intermediate approach;
   b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.
4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:
   a. until crossing FL100 departing from aerodromes located within Milano TMA;
   b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.

(II-3/80)

IDENTIFICATION OF SIGNIFICANT POINTS IN ROMA, MILANO, BRINDISI FIR/UIR:

1. The following significant points within ROME FIR will be changed as shown:

Present Designator	Coordinates	New Desig.	Remarks
A14/C	4109N 1452E	AMSOR	A14
PANDA	4216N 1340E	ANEDA	G23
QUEBEC	4148N 0958E	BEKOS	G23N
BENNY	4103N 1440E	BENTO	NAPOLI CTR
A13/A	4012N 1301E	BEROI	A13
CENTO	4112N 1010E	CENTU	G2323
DELTA	4130N 1210E	ELVIN	AA1-ROMA TMA
EASY	4122N 1146E	ESINO	G14-ROMA TMA
DEALER	4011N 1406E	DELER	A1
U/R46/C	4222N 1013E	GILET	R46
LEONE	4308N 1245E	LECNN	A15
PAPA	4148N 1108E	MAMAR	ROMA TMA
ALPHA	4202N 1124E	MEDAL	A1-ROMA TMA
NORA	4316N 0959E	NORNI	A1E
PUMA	4202N 1255E	PEMAR	G23-ROMA TMA
QUEEN	4011N 1033E	QUEEN	G14
BRAVO	4148N 1143E	RAVAL	A1-ROMA TMA
ECHO	4113N 1232E	RIFFI	A1-ROMA TMA
U/R46/B	4211N 1052E	ROTIR	R46-ROMA TMA
FOX	4048N 1112E	ROXAN	G14
EAGLE	4018N 1320E	TAGEI	DW17
HOTEL	4102N 0934E	TALIN	G23
INDIA	4126N 1056E	TINTO	G23-ROMA TMA
CHARLIE	4136N 1201E	TORLI	A1-ROMA TMA
TURO	4052N 1152E	TURMO	DW4-ROMA TMA
KILO	4134N 1124E	VALMA	G23-ROMA TMA

2. Significant points already modified:

Present desig.	Coordinates	New desig.
U/G8/A	3827N 1900E	BAMBI
CRAY	4134N 1803E	CRAYE
DRAKE	3630N 1418E	DIRKA
TI	3744N 1056E	INDOR
CUTTLE	4233N 1559E	KATTI
CRAB	4401N 1355E	KERAB
LATON	3915N 1900E	LATAN
U/A1/F	3724N 1900E	LORNO
MARCO	4552N 0938E	MARCO
FIR BDRY R/UR22	4516N 1300E	ROTAR
SILIIAN	4645N 1225E	SOLNI
TIGER	4004N 1900E	TIGRA
FISH	4334N 1426E	TOPPO
TUNA	4301N 1516E	TUNAL
TP	4052N 1152E	TUPAL
TN	3802N 1017E	NOISI
U/A9/C	3815N 0947E	OSMAR
TE	3651N 1130E	ROLBA

3. Other significant points will be modified by further NOTAM. (II-30/80)

JAMAICA

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.
Within Tokyo FIR: 1200Z-1700Z
Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

CHANGE OF MEA ON AIRWAY R-11: WEF 1501 GMT 9 July 1980, a part of MEA on airway R-11 will be changed as follows:

GTC 328° 40NM
5000
GTC 40 DME Fix 60NM 148° CFH
9000

(II-128/80)

ESTABLISHMENT OF DIRECT ROUTES: WEF 0000 GMT 7 AUG 1980, direct routes will be established as follows:

HPE 017°	15NM 6000	HPE 15 DME	62NM 10000	197° MW
HPE 063°	10NM 5000	HPE 10 DME	36NM 9000	243° MQE
HPE 187°	20NM 5000	HPE 20 DME	44NM 6000	007° MX
HPE 218°	15NM 5000	HPE 15 DME	42NM 9000	
	YTE 15 DME		15NM 7000	038° YTE
HPE 234°	12NM 5000	HPE 12 DME	43NM 9000	
MMV	55NM 9000	GTC 20 DME		
	20NM 4000	054° GTC		
HPE 296°	15NM 5000	HPE 15 DME	17NM 7000	TWV
	21NM 6000	116° ATE		

Remarks: HPE--MQE and HP--ATE of present direct routes will be abolished concurrently. (II-159/80)

Commissioning of Runway 3000m at Kugoshima airport
WEF 2230 GMT 1 Oct 1980, runway extended to 3000m at Kagoshima airport will be commissioned as follows.
1. Aerodrome reference point will be relocated to 31°48'00"N/130°43'18"E. Elevation 271.6m (891 ft.)
2. Runway 16/34 physical characteristics:
3000x45m (9840x150') Asph-Concrete Runway
60x45m (200x150') Asph-Concrete overrun
3120x300m (10240x980') Strip
Runway Strength - SIWL 43000kg (94800 lb)
(II-202/80)

Abolishment of Non-Compulsory Reporting Point and Direct Route
WEF 1501 GMT 1 Oct 1980, following non-compulsory reporting point and direct route will be abolished:
Non-compulsory reporting point: SEAKING (SKG)
Direct Route:
SEAKING (SKG) 052° $\frac{\text{44NM}}{6000}$ TOSA (TSA)
$\frac{\text{35NM}}{6000}$ 232° GBE VOR (II-203/80)

Relocation of Non-Compulsory Reporting Point
WEF 1501 GMT 1 Oct 1980, non-compulsory reporting point will be relocated as follows.
Takeshima (TSM) 333025N 1342244E:

Brq/Dist from NAVAIDS:
099°/35±NM fm KRO (MRA 8000 ft.)
099°/35NM fm KR
063°/82NM fm SUC
061°/82NM fm SU
243°/44NM fm GBE
(II-204/80)

JORDAN

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

SPECIAL NOTICE: Reporting points OSCAR with coordinates 284200N 481800E and reporting point LIMA 285400N 481300E is to be cancelled. (II-22/80)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

ROBERTS INTL AIRPORT/LIBERIA: AVGAS 100/130 completely withdrawn until further notice. (II-4/80)

PROVISIONS FOR NON-SCHEDULED FLIGHTS:

Effective as of June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry & Transportation request that all Foreign Civilian and Military Registered aircraft wishing to overfly or land at Liberia's Aerodromes should comply with the following provisions. These provisions however, do not apply to normal scheduled commercial flights. Permission to overfly Liberia's Airspace or land at its Aerodromes is subject to prior request and approval. Request by mail should reach the Civil Aviation Authorities three (3) weeks before operation or if the request is made by telex two (2) weeks is required.

The request should include the following details:
1. Name, Nationality and address of applicant;
2. Aircraft registration marks or service number and Nationality of owners;
3. Type of aircraft;

4. Purpose of flight and nature of load;
5. Aerodrome of origin, date and time of departure;
6. Last aerodrome of departure before entering Liberia airspace, point and time of entering Liberia airspace - date time;
7. Aerodrome of landing in Liberia - date and time;
8. Point and time of exit;
9. First aerodrome of landing after leaving Liberia - date and time;
10. Final destination - date and time.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded;
2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission;
3. Aircraft not in possession of permission are liable to be dealt with severely;
4. Aircraft in possession of permission are required to stick as far as practicable to the approved timing;
5. Approved requests will be void after 24 hours of the date/time of entry.

The Civil Aviation Administration therefore, request that all concerned MUST strictly adhere to the above regulations. (AIC 04/80)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

ENTRY TRANSIT AND DEPARTURE REGULATIONS FOR INTERNATIONAL CIVIL FLIGHTS--WIE aircraft registered in Egypt and any other aircraft destined for or departing from Egypt are not permitted to fly over Libyan territory or land in Libya. (II-4/79)

CHANGES TO RESTRICTED AREA HLR.33:

1. With effect from 010001 GMT February 1979 the coordinates of the restricted area HLR.33 near Tripoli are amended. The amended coordinates of the restricted area HLR.33 are as follows:-

   HLR.33: The area bounded by lines joining coordinates of 33°19'N
   13°23'E--32°50'N 16°00'E--
   31°31'20"N 16°00'E—31°55'N
   14°07'E--32°43'N 13°36'E--32°45'N
   13°32'E—32°50'N 13°11'E 32°55'N
   13°10'E--32°55'N 13°10'E--33°02'N
   13°10'E--33°19'N 13°23'E.

2. Vertical limits of the airspace:

$$\frac{\text{UNL}}{\text{GND}}$$

3. Period of activation: H24
4. Amended charts, which supersedes those in AIP restricted, prohibited and danger areas are attached.

Note: Altitude restrictions on Airway Amber 26 between Bent Walid and Gardabeyah remains unchanged. (II-1/79)

AVAILABILITY OF AVGAS AT AIRPORTS IN S.P.L.A.J.: AVGAS 100LL is not available at airports in Libya until further notice, except for nationally registered aircraft. (II-8/80)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TRO", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

REMOVAL OF RESTRICTIONS ON AIRCRAFT REGISTERED IN ZIMBABWE:

1. With immediate effect, the restriction previously existing under which aircraft registered in or owned by Zimbabwe (formerly Rhodesia) or any other aircraft destined for or departing from Zimbabwe were not permitted to fly over Libyan territory or land within the S.P.L.A.J. is removed. (II-A036/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attchament B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

ESTABLISHMENT OF ROUTE SEGMENT PENANG-KOTA BHARU OF AIRWAY GREEN 68 KUALA LUMPUR FIR

1. INTRODUCTION:

1.1 WEF 0001Z on 2 October 1980, ATS route designated Green 68 (Medan-Penang) shall be extended from Penang VCR (VPG) to Kota Bharu VOR (VKB) as an airway.

2. CHARACTERISTICS OF THE AIRWAY:

2.1 Type: Airway (/IV)

2.2 Airway centreline: A straight line joining Penang VPG and Kota Bharu VKB VORs.

2.3 Lateral limits: The airway shall have a width of 20 NM throughout i.e. 10 NM on either side of the airway centreline.

2.4 Vertical limits: The vertical limits of the airway and the reporting points are shown in Appendix A.

3. SEPARATION MINIMA

3.1 10 minutes longitudinal separation shall be applied between aircraft of same TAS and level.

4. CONTROLLING AUTHORITY

4.1 Penang-Kota Bharu Route Segment of G68. The controlling authority shall be Kuala Lumpur ACC, or Butterworth APP, as appropriate.

4.2 Delegation of Authority: The controlling authority for the short route segment of G68 cutting across the southern part of the Bangkok FIR shall be Kuala Lumpur ACC.

4.3 ATS Units, Callsigns and Frequencies:
Kuala Lumpur ACC-Lumpur Control-132.8/132.6 MHz.
Butterworth APP-Butterworth Approach-133.1 MHz.

5. FLIGHT PLAN REQUIREMENTS

5.1 Aircraft intending to operate along the route segment Penang-Kota Bharu shall submit flight plans at least one hour before their estimated time of departure. (II-14/80)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NAUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: Th
operation of large turbo-jet aircraft i
authorized under the following conditions a
Juliana Airport, St. Maarten:
1. Non-scheduled operators shall obtai
permission from the Department of Civi
Aviation of the Netherlands Antilles pri
to the execution of flights.
2. Maximum ramp weight shall not excee
LCN value of 66. Prior to departure a cop
of the weight and balance sheet shall b
deposited with the flight information offic
as proof of same.
3. Operators are advised of the margina
firefighting and rescue facilitie
available. Operators assume any liabilit
arising from operating under this condition
4. Landing permission is subject to ram
limitations due to platform congestion an
may be refused or restricted by the airpor
manager. (II-14/79)

CURACO FIR/CTA: Due to inadequat
coordination and unreliable communicatio
with MTPP and MDSD FIC all southboun
flights shall establish two-wa
communication with Curacao Control on th
appropriate frequencies at least 5 minute
before entering the MACC CTA to obtain entr
clearance. Caution advised due to variou
reported loss of separation with aircraft o
route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters an
receivers Curacao ACC HF frequencies 895
Khz and 5484 KHz are out of service unti
further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel
Jet A-1 available to Shell contracte
customers only at an allocated amount until
further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: ND
PJM 308 Khz operating on emergency antenna
and reduced power. NDB shall not be used
for instrument approach only for homing.
(II-35/79)

NEW ZEALAND

NANDI - NAURU - TONIK: ATS ROUTE B77: The ATS Route B77 Nandi-Nauru-Tonik becomes effective 7 August 1980. The 5 letter name-code designators and reporting point coordinates within the Nandi FIR are listed below:

GUSMA	16°14'04"S	176°28'29"E
ATRAS	9°48'49"S	172°27'39"E
BULRO	5°42'47"S	170°00'00"E

Tracks and distances between reporting points are as follows:

NANDI VOR	- GUSMA	316°M	100NM
GUSMA	- ATRAS	317°M	450NM
ATRAS	- BULRO	318°M	285NM
BULRO	- NAURU	319°M	360NM

The Nandi-Nauru section of ATS Route B77 will be included in next edition of NZ-RNC3. (II-28/80)

FALEOLO – PAGO PAGO – FALEOLO: NEW ROUTE With effect from 30 September 1980, the following route structure is authorized:

Route Designator: ZULU ROUTE.

Tracks, distances and MSA between reporting points are as follows:

Faleolo VOR MSA 3194FT.	COCO REP	045°MAG	18NM
COCO REP MSA 1500FT.	COLA REP	045°MAG	13NM
COLA REP MSA 3300FT.	PAGO PAGO NDB	124°MAG	68NM

COLA REP position: 13°32'18"S 171°32'32"W.

The NZ-TAC 7 and Planning Manual will be amended later. 69/1/12 ADCA (FO)

Issued pursuant to Regulation 8A of the Civil Aviation Regulations 1953.
(II-B37/80)

ESTABLISHMENT OF ATS ROUTE: TONGA-RAROTONGA With effect from 0001 GMT 1 October 1980, ATS route B98 was extended from Tonga to Rarotonga.

The five-letter name-code designators and reporting point coordinates are:

VISIK	21°18'38"S 171°43'37"W On Nandi/Auckland OCA/FIR (Cook Sector) boundary.
NOPAN	21°20'58"S 165°00'00"W In Auckland OCA/FIR (Cook Sector).

Tracks and distances between reporting points are:

Rarotonga VOR	– NOPAN	255°MAG	291NM
NOPAN	– VISIK	257°MAG	377NM
VISIK	– Tonga NDB	259°MAG	196NM

Revised pages to the NZAIP-Planning Manual will be issued and the Tonga-Rarotonga section of ATS Route B98 will be added to NZ-RNC3. (II-B40/80)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximit of the Pakistan territory enters Pakista airspace without prior authorization th Pilot-in-Command shall inform appropriat ATS Unit in Pakistan by the quickest mean available of the following:

a. Position, flight level and time a which the deviation from the route i expected to be made.

b. Direction and distance upto whic the aircraft is likely to deviate from th route.

c. Position, time and flight level o re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft.
(II-3/80)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR.
(II-12/80)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test.
(II-3/80)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and

10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft, Mode A/3 Code 1200. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PERU

FIR/UIR LIMA: Due to possible radio communication problems with La Paz, aircraft entering FIR/UIR Lima must call Juliaca, Ayacucho or Cuzco, on 126.9 MHZ frequency, during day hours to report the entrance. (II-7/80)

PHILIPPINE ISLANDS

SPECIAL NOTICE—Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

REQUIREMENT FOR GENERAL AVIATION PILOTS FILING IFR FLIGHT PLANS: For strict compliance by all concerned, effective immediately, all general aviation pilots filing IFR flight plans shall certify on the available space on the face of the flight plan that both pilot and aircraft are IFR rated. (II-AIC 4/80)

DECOMMISSIONING OF LORAN-A STATIONS: As of 1 July 1980, the following LORAN-A stations operated by the Philippine Coast Guard has been decommissioned:

1. LORAN Station Batan----------2H3/2H8
2. LORAN Station Catanduanes--2H4
3. LORAN Station Naulc Point--IL6
4. LORAN Station Talampulan---IL6/IL7
5. LORAN Station Tarumpitao----IL7

(II-27/80)

PORTUGAL

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE: For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

SANTA MARIA OCEANIC FIR-PLAN DATA
1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES; In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.
1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;
2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;
3. Requests for clearances should include the following information:
a. Call sign;
b. Present and requested flight level;
c. Coordinates of OCA entry point and an accurate estimate for this point, and;
d. Any change to filed Flight Plan.
4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. ROUTE DESIGNATION

1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 08W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: G61: 27N 45W -29N 40W -33N 30W -36N 20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67); 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. FLIGHT LEVEL UTILIZATION

2.1 Appropriate to direction of flight.

3. FLIGHT PLANNING

3.1 Flights to/from/over the Caribbean area estimated to cross 30W:

3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;

3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.

3.2 Random flight planning during other hours is acceptable.

3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.

3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. AIR TRAFFIC PROCEDURES

4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;

4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.

4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.

4.4 AIC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.

4.5 Aircraft operating on the defined route system shall report over the latitude/longitude points specified in 1.1 or 1.2 above.

(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:

1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.
2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.
3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53—P34—R39—G43—G49—G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East:

From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Georgaphical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:
(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.
The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

JEDDAH FIR—TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAC SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

TENERIFE AD. - FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. - UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRB (RAC 3.2-27 REF) is established as shown below:

	TUDELA INT 4159N 0132W		
		056 236	78 144
UIR MADRID UIR FRANCIA	UIRB 4248N 0009W		

PINA INT is cancelled on this airway. (II-277/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES—With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the

requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TANZANIA

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100LL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWC paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from Zimbabwe are permitted to overfly, land in, or depart from Tanzania. in accordance the provisions governing foreign registered aircraft contained in AIP Tanzania FAL SECTION. (II-A42/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SFKSI and R77 between PATKA and OLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

REGULATIONS FOR SMALL AIRCRAFT AND HELICOPTERS FLYING NON-SCHEDULED FLIGHT

During declaration state of national emergency, subject to the provision Article 89 of the Chicago Convention, small aircraft and helicopters of the Contracting States of the Convention of International Civil Aviation intending to fly non-scheduled flight to/from Thailand must submit an application to the Department of Aviation not less than 15 days prior to flight commencement. Such application must contain the following particulars:

1. Number and Type of Aircraft
2. Identification/Nationality and Registration of the Aircraft
3. Flight Rule and Status
4. Route Schedule
5. Date/Times entry/exit BKK FIR boundaries
6. Date/Times of Arrival/departure (In case of landing in Thailand)
7. Airways to be used via BKK FIR
8. Alternate Aerodrome
9. Speed
10. Level
11. Endurance
12. Passenger on board
13. Crew
14. Purpose of landing
15. Purpose of flight
16. Owner & address

Other small aircraft and helicopters of Non-Contracting States of the Convention on internation Civil Aviation desiring to fly in transit non-stop across Thailand or to land in Thailand for non-traffic purposes must apply and obtain prior permission through diplomatic channel. The application according to the above mentioned regulation must contain all the above particulars 1 - 16.

This AIC will come into effect from 20th June 1980. (AIC-3/80)

1. Referring to AIP-Thailand page FAL 1-4 dated 27 Dec 79, there will be changes with immediate effect as follows:

Note: 3) The Health Part of the General Declaration is required in detail by Health Authority if there is a case or suspected case of international quarantinable diseases on board during the flight. The name of such sick passenger should be mentioned (marked) in the Passenger Manifest.

1.2.3. PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

1.2.3.1 Public Health measures are required to be carried out in respect of aircraft entering Thailand in accordance with Infections Disease Act, Thailand, and International Health Regulations (WHO).

1.2.3.2. Aircraft arriving from abroad may land at an international airport provided the aircraft has been disinfected while in flight approximately thirty minutes before arrival at the airport. The insecticide to be used is authorized aerosol (Standard reference aerosol). If, in special circumstances, a second spraying of the aircraft is deemed necessary by the Health Authority to be carried out on the ground, passengers and crew are permitted to disembark beforehand.

2. The following Public Health Requirements in paragraph 2.3.1 and 2.3.2 of AIP-Thailand page FAL 1-9 dated 17 Aug 72 are revised and will be applicable with immediate effect; the old requirements are hereby cancelled.

2.3. PUBLIC HEALTH REQUIREMENTS

2.3.1 The requirements of possession the valid international certificates of vaccination or revaccination against yellow fever is necessary if the individual comes from infected area, except the direct transit passenger who remains in direct transit area of that Airport.

2.3.2 In accordance with the Immigration Act, Thailand B.E. 2522; Aliens which fall into any of the following categories are excluded from entering into the Kingdom:

2.3.2.1 Mental or physical defects, having any of the diseases prescribed in the Ministerial Regulation of the following diseases: leprosy, tuberculosis, filariasis in the stage of repulsive in appearance, tertiary stage of syphilis, and drug addicts.

2.3.2.2 Having not yet been vaccinated or inoculated or undergone any other medical treatment for protection against quarantinable diseases during the Declaration of the above mentioned diseases and having refused to have such vaccinations administered by the Immigration Doctor.

2.3.3 On departure, no health formalities are required.
(II A13/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

DUBAI INTL: With effect from 15 July 1980 the fuel grades available at Dubai Intl airport are as follows: AVGAS - 100LL and JET A1 only. (II-106/80)

RAS AL KHAIMAH: The Smallpox vaccination is no longer required for arrival at Ras-Al-Khaimah Intl airport. (II-108/80)

SHARJAH: The Smallpox vaccination is no longer required for arrival at Sharjah Intl airport. (II-109/80)

UNITED KINGDOM

PEAK PERIOD ROUTES AND AIRWAYS AMBER THREE FOUR WEST/UPPER AMBER THREE FOUR WEST AND WHITE ONE TWO/UPPER WHITE ONE TWO: From 1st May, 1980 Peak Period Routes A34W/UA34W and W12/UW12 will be active from 1200 GMT on Fridays to 0700 GMT on Mondays and from 1200 GMT on the days preceding to 0700 GMT on the days following Public Holidays. The routes may not be available at certain times due to military activity and these times will be published by NOTAM Class One. The availability of A34W/UA34W/W12/UW12 between 1200 GMT and 1700 GMT on Fridays and the days preceding Public Holidays is also subject to agreement on that day between the ATC Authorities of France and the United Kingdom and non-availability will be notified by NOTAM Class One. (II-A255/80)

LONDON/HEATHROW AIRPORT--NIGHT MOVEMENT RESTRICTIONS: Until further notice no landings or take-offs by non-scheduled operators are permitted within the night quota times notified in NOTAM A184/1980. All non-scheduled operators and handling agents must note that when permission is granted for a flight to operate into and/or out of Heathrow, such permission ceases to apply if the approved time is not adhered to. No extension will be granted to enable the flight to operate within the night quota period. (II-359/80)

ADVISORY AIRSPACE--ATS ROUTE DELTA WHITE THREE: NOTAM A333/1980 amended the reporting points on certain routes following the changes made in the en-route Holding Patterns published in NOTAM A332/1980. In particular, the mandatory reporting point Start Point (591540N 022200W) was eliminated from ATS route DW3. However, as there is a need for a reporting point in this position, it is proposed to restore Start Point as a mandatory reporting point on DW3, and to make the Holding Point KISTA (593027N 015652W) an "on request" reporting point. This will be effective from 10 July 1980. (II-A393/80)

STANDARD ROUTES TO AIRPORTS WITHIN THE LONDON TMA: Standard routes inbound to London/Heathrow, London/Gatwick, Luton and Stansted from the North are affected by the revised routes promulgated for the Daventry CTA in A308/1980, which were introduced on 12th June, 1980.
2. The standard routes for aircraft inbound to London/Heathrow, Luton or Stansted from the North on Airways A1E or A1/B3 are revised to route via Westcott NDB instead of Kingswood.
3. The standard route for aircraft inbound to London/Gatwick from the North via A1/B3 at FL 90 to FL 120 inclusive is Honiley--Woodley--Midhurst--Mayfield, but occasionally due to activity on EGD. 129 ATC may require aircraft to route additionally via Westcott NDB. (II-A451/80)

MINIMUM CRUISING LEVELS ON ADVISORY ROUTE DELTA BLUE THREE TWO (DB32): As a result of the introduction of a lowered base for Airway Amber One in the vicinity of Cowly (Notam A307/1980 refers), the minimum cruising level restriction (when applicable) on DB32 between Norry and Westcott is now lowered to FL 90. (II-A452/80)

FLIGHT PLAN ANNOTATION--COMPLIANCE WITH MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS): In accordance with Regional Supplementary Procedures, the following requirement came into effect on 2 Nov 1978.

2. For flights intending to operate within North Atlantic MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certified as complying with the MNPS. (II-A502/80)

EDINBURGH AIRPORT: Refuelling times for AVGAS 100LL are now as follows:

> 1 Oct to 30 Apr 0830 to 1700 (local) Monday through Friday, 0900 to 1200 (local) Saturday, Sunday and Public Holidays.
>
> 1 May to 30 Sep 0830 to 1900 (local) Monday through Friday, 0900 to 1700 (local) Saturday, Sunday and Public Holidays.

This fuel is available from Aero Services Tel: 031-334 7660 or 031-334 4695 other times by arrangement plus surcharge to 031-229 5912. (II-A503/80)

VENEZUELA

MAIQUETIA FIR-New ATS Routes.
With effect from August 7th, 1980, at 0000GMT, shall be implement new ATS routes as follows:

i) ROMEO VEINTIDOS (R – 22) between VOR MAU (MENE MAUROA) and NDB RHC (RIO HACHA), lower airspace.

ii) UNIFORM ALFA CUARENTIDOS (UA -42) between VOR MI (MAIQUETIA) and NDB SJE (SAN JOSE DEL GUAVIARE), Upper Airspace.

Chart RNC – 2N RAC 2.40.0 dated 6 Sep 79/61 routes UA42 between VOR BNS (BARINAS), VOR VVE (VILLAVICENCIO) and UW17 between VOR MI (MAIQUETIA) and VOR CZO (CALABOZO), delete. (II-A3/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details.)
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE—CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY
(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

AFTN Address to be used for obtaining prior permission to enter Yugoslavian airspace is LYBBYE. (AIP)

ZAIRE

FIR - KINSHASA:

- Upper limit of CTR of Kinshasa: FL 55
- Coordinates of reporting point APULO: 0547S - 1637E.
- New indicators for the reporting points:

  Route ATS H4 KASAI 0534S-2053E becomes RURGO

  Route ATS A48 KASAI 0834S-2200E becomes SENAL

  Route ATS V3 KASAI 0400N-1900E becomes RIPEP

  Route ATS H10 MARINGA 0007N-2256E becomes RUMLA

  Route ATS J2 MAMBASSA 0118N-2903E becomes ODNAS
  0056S-2755E becomes OGDAM

- Reporting point BUNIA VOR, BORSO, BILID, KINDU VOR and LUB VOR become reporting ATS/MET.

(II-A013/80)

ZAMBIA

LUSAKA F.I.R. NON SCHEDULED FLIGHTS: The Zambian Airspace is now open to all non-scheduled flights except Western Province. Those operators wishing to operate into or over fly Western Province of Zambia must apply to the Commander Zambia National Defense Forces giving ten (10) days Prior Notice and Approval must be received by the applicant before flight is under taken.

The application must include the following:

(a) pilots name
(b) operators name and address
(c) type of aircraft and registration
(d) route or area of operation
(e) purpose of flight dates, timings etc.

All applications are directed to the Commander Z.N.D. Forces. (II-5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

CYPRUS

LARNACA INTL: Fuel grade 100L is no longer available at Larnaca International Airport. (DOS 7/80)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

IRAQ

WIE and UFN all Iraqi airspace and Iraqi airports are closed for all operations. (See existing NOTAMS) (DOS 9/80)

LIBERIA

Effective June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry and Transportation request all foreign civilian and military registered aircraft (not normal scheduled commercial flights) wishing to overfly or land at Liberian aerodromes compliance with the following provisions: Permission to overfly or land is subject to prior request. Request should be made by mail and should reach civil aviation authorities three weeks prior to operation (or two weeks if request made by telex). Request should include the fillowing:

1. Name, nationality and address of applicant.

2. Aircraft registration marks or service number and nationality of owners.

3. Type of aircraft.

4. Purpose of flight and nature of cargo.

5. Aerodrome or origin. Date and time of departure. Last aerodrome departed before entering Liberian airspace.

6. Date, time and point of entering Liberian airspace.

7. Date, time and aerodrome of landing in Liberia.

8. Point and time of exit.

9. Date, time and first aerodrome of landing after departing Liberia.

10. Date and time of final destination.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded.

2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission.

3. Approved requests will be void after 24 hours of the date/time of entry.

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

Cancun
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Hermosillo
Matamoros
Merida
Mexicali
Nogales
Nueva Iaredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N – 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DCS 11/12/79)

SPAIN

The American Embassy in Madrid, Spain, advises that bearers of Diplomatic and Official Passports must obtain a visa prior to their arrival in Spain. There are no exceptions to this requirement. Official/Diplomatic passport holders arriving without visas can expect either not to be admitted at all, or to suffer interminable delays at the airport which may well interfere with official work schedules or private itineraries. (DOS 9/80)

THAILAND

The American Embassy in Bangkok, Thailand, advises that all U.S. Government Personnel assigned to perform temporary duty in Thailand must obtain an entry visa prior to arriving in Thailand. Travelers arriving without a visa must apply for a transit visa which is valid for only fifteen days. It cannot be extended. To preclude having to leave Thailand after fifteen days, the traveler must obtain a visa prior to arrival. (DOS 9/80)

TURKS AND CAICOS ISLANDS:

Charter, commercial and freight aircraft require 24 hour prior permission to land. Address to: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

NORTH ATLANTIC

SPECIAL NOTICE—North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.)
Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR

flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.

*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: Effective 0001Z 30 October 1980 within the New York Oceanic Airspace, the minimum lateral separation applicable between aircraft which meet the minimum navigation performance specifications (MNPS) and which operate within North Atlantic Airspace will be reduced to 60NM.

In addition, 60NM between aircraft which meet minimum navigation performance specifications (MNPS) and which operate in MNPS airspace or while within the New York Oceanic area are transitioning to or from MNPS airspace at MNPS flight levels. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12—132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.

The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

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INTERNATIONAL NOTICES TO AIRMEN

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

FOREWORD

The INTERNATIONAL NOTICES TO AIRMEN publication is a bi-weekly publication containing significant international NOTAM information and Special Notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual, available upon separate subscription. **All pilots should review the foreign airspace and entry restrictions published in the International Flight Information Manual during the flight planning process. Foreign airspace penetration without official authorization can involve both danger to the aircraft and the imposition of severe penalties and inconvenience to both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain other authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.**

The information contained is derived from International NOTAMs and other appropriate sources. International NOTAMs are of two types, Class One International NOTAMs and Class Two International NOTAMs. Class One NOTAMs are those NOTAMs disseminated via telecommunications. These NOTAMs are made available via telecommunications to the U.S. flying public through the international NOTAM Office in Washington, D.C., via the local Flight Service Stations. Class Two NOTAMs are NOTAMS disseminated via postal services and are not readily available to the U.S. flying public. This publication covers NOTAM and other temporary, hazardous conditions which are not readily available to the flying public and includes information on record as of 1200Z on the date appearing on the cover. For latest information, consult Class I NOTAMs issued by telecommunications at any FAA Flight Service Station. The foreign notices included, are to the maximum extent possible, carried as issued. The abbreviations used are, in most all instances, those abbreviations listed in ICAO Document DOC 8400. Information included will indicate the source following the entry. This will assist the user in establishing the currency of the information contained, should he so desire, with the originator of the information (see the International Flight Information Manual for Foreign NOTAM office areas of responsibility and for a listing of foreign NOTAM offices with which the U.S. International NOTAM office exchanges information). Information sources will be indicated as I or II for class one and class two NOTAMs, followed by the NOTAM number; AIP for Aeronautical Information Publication changes, followed by the AIP change number; AIC for Aeronautical Information Circular, followed by the AIC number; DOS for Department of State advisories; and FAA for Federal Aviation Administration.

The International Notices to Airmen publication gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on domestic NOTAM circuits or published in other official sources available to the user.

Each issue of this publication is complete in itself as far as data of a temporary nature is concerned. Temporary data is repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. These items will be prefixed by a solid dot (•) when they are to be removed from future editions. This will aid the user in the identification of those permanent items which he, the user, may wish to retain for his own records. New items to this publication are identified by underscoring the first line of the new entry.

In carrying out its expressed purpose of providing a Notice to Airmen service, this publication includes data issued by foreign governments. It should be clearly understood that the publication of such data in no way constitutes a legal recognition of the international validity of such data. The scope of this publication precludes any attempt to tabulate all NOTAM data. While every effort is made to publish all pertinent data, The Federal Aviation Administration cannot assume any liability for failure to publish any particular item.

Communications with the editors of this publication, including notification of erroneous or obsolete data, should be directed to the Federal Aviation Administration, National Flight Data Center (AAT-430), 800 Independence Ave., SW, Washington, D.C. 20591 (telephone 202-426-3432 0800-1700 Monday-Friday; other times call 202-426-3390). Subscriptions for this publication should **NOT** be forwarded to the Federal Aviation Administration. This publication is sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. All queries concerning your subscription or prices should be directed only to the Superintendent of Documents.

FOREIGN NOTICES

ANGOLA

LUANDA FIR: For inflight safety no aircraft engaged in scheduled and non-scheduled international air services has permission to fly over or to land in the territory of the Peoples Republic of Angola unless specially authorized to do so, case by case, or unless covered by conditions established by a bilateral agreement between the Government of the Registration State and the Government of the Peoples Republic of Angola or by a multilateral agreement of which the Angolan Government is a signatory. This NOTAM shall come into force in January 1978 150001 TU and specifications regarding its application are published in the NOTAM NR A04 of Class Two dated 21 December 1978. (II-03/79)

LUENA: NDB VL freq. 375 KHz operating new location according following data: Coordinates 1153S 195357E distance from threshold Rwy 11 1170 M distance from rwy centerline 710 M left side rwy 11. (II-04/79)

WAKO KUNGO: New NDB operating freq. 345 KHz, identification CE, coordinates 112554S 150549E, hours of operation 0700/1100 and 1300/1700 GMT, position 348 M right side extension threshold Rwy 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE—The following new facility was installed in this aerodrome: NDB freq: 387 KHz; call sign: CC; coordinates: 1510S 1909E; coverage: 50 NM; operating hours: 0700/1000. (II-010/79)

LUANDA FIR: Due to safety reasons all aircraft authorized to overfly Angola territory must report to Luanda on appropriate HF frequency at least 10 minutes before entering its estimated time position and FL over FNLU FIR BDRY. Non-accomplishment of the above mentioned procedure may hinder the continuation of the flight throughout the Angola airspace. (II-A013/79)

ARGENTINA

Paso de Los Libres Aerodrome
Runway 18/36 extended and widened to 2260 x 45 m; weight bearing capacity for single wheel-36, for dual wheel-49, for dual tandem wheel-70. (II 59/80)

AUSTRALIA

SPECIAL NOTICE: SSR TRANSPONDER CODE CHANGES—As of 07091400 the following SSR code changes will be affected: (a) Civil heavy jet--from CODE 2100 to CODE 2400; (b) Domestic civil aircraft--from CODE 2400 to CODE 3000; (c) Special domestic civil aircraft (as instructed by ATC)--from CODE 2500 to CODE 4000; (d) Military aircraft operating in civil controlled airspace from CODE 2700 to CODE 1700. CODES 2000, 7500, 7600 and 7700 are unchanged. AOI holders should note that the display symbols are unchanged. This NOTAM will remain current until the appropriate amendments have been included in AIP/RAC-OPS 1-62 para 11, AOI RAC-4-3 paras 1.8 and 1.9, VFG page 139. (II-CO 25/78)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICATIONS REDUCTION: WEF 25 Jan 1979 the following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR--transponders operating on Mode A (4096 codes) and Mode C within FIR/UIR Wien above FL200.

1. The initial call after a change of radio frequency shall contain only
    --aircraft identification
    --actual level with the addition of cleared level for climbing or descending aircraft
2. Any position report if required subsequently shall contain only
    --aircraft identification
    --position
    --time over
3. Level changes shall be reported only on leaving assigned levels

NOTE: (a) in the absence of specific transfer instructions, normally issued by ATC before the aircraft leaves the FIR/UIR Wien, pilots shall report "approaching FIR/UIR boundry"; (b) the requirement to read back ATC clearances, altimeter settings, as well as instructions to select SSR modes and codes, is not affected by the above procedure. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: As the requirement for radio communication frequencies is increasing permanently and adjacent states have already introduced the 25 KHz spacing on a mandatory basis, this has to be done also in Austria on the one hand because of the internationally agreed requirements and on the other hand to avoid interferences. With effect from 1 Jan 1980 it will therefore be necessary that all aircraft which intend or which are forced by published procedures to contact an ATS-unit or a military ATS-unit are equipped with suitable transceivers. The technical requirements are published in ONfL 1-B 17 and 18/78 (NOTAM Class II, Series B "Osterreichisches Nachrichtenblatt fur Luftfahrer", national distribution). No exceptions may be expected. It will, however, not be necessary, after the above date, that all transceivers are switchable to all of the 720 channels available. It will only be required that the specifications for 25 KHz channel spacing are met and that the frequencies required for the specific flight are switchable. At the same date it must be expected that transceivers will be required for all flights which are operating at controlled aerodromes, except those which do not leave the traffic circuit. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:
1. With effect from 1 October 1980 the carriage of transponder will also be mandatory for night-VFR-flights outside the traffic circuit of aerodromes within the Austrian airspace; the equipment shall have the following capability:

a) to respond to Mode A interrogations and to reply with 4096 codes and

b) to respond to Mode C interrogations with automatic pressure altitude reporting.

2. For other categories of operation the mandatory carriage of transponders has to be expected at a later stage.
Ref AIP Austria, RAC 1-1-23, item 8.1.3.2 and NOTAM Class II A085/79. This AIC replaces AIC 8/78. (AIC 7/79)

ROUTE ORIENTATION SCHEME 1980: With effect from 17 April 1980, 0000, until 30 October 1980, 2400, operators and pilots shall plan operations in accordance with the route orientation depicted below:

Designation of areas of origin and destination:
a) U.K. SOUTH-EAST;
Luton, Birmingham, Stansted, East Midlands, Southend; from Mon. to Fri. also: Manchester, Leeds, Liverpool.

b) U.K. NORTH:
North of Manchester TMA; Glasgow; on weekends only: Manchester, Leeds, Liverpool.

c) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY):
Hamburg, Bremen, Hannover, Berlin.

ROUTE ORIENTATION SCHEME 1979:
Origin:
(1) U.K. SOUTH-EAST, BELGIUM.
Destination:
a) Austria, Hungary, Romania, Bulgaria (via Hungary)
b) Yugoslavia (except Belgrade), Greece
c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1W—VIW-UB1, UB1W-VIW-KFT-UB5.
Origin:
(2) U.K. NORTH, NETHERLANDS
Destination:
a) Austria, Hungary, Romania, Bulgaria (via Hungary)
b) Yugoslavia (except Belgrade), Greece
c) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UG1, UB1, UB1-VIW-KFT-UB5.
Origin:
(3) NORTHERN GERMANY (FEDERAL REPUBLIC OF GERMANY)
Destination:
a) Yugoslavia (except Belgrade), Greece
b) Bulgaria (via Yugoslavia), Belgrade
Route to be followed: UB1, UB1-VIW-KFT-UB5.
Origin:
(4) AUSTRIA, HUNGARY, ROMANIA, BULGARIA (VIA HUNGARY)
Destination:
a) U.K. South-east, Belgium, London/Gatwick
b) U.K. North, Netherlands, Northern Germany (Federal Republic of Germany)
Route to be followed: LNZ-UG1S, LNZ-UG1.
Origin:
(5) YUGOSLAVIA (EXCEPT BELGRADE), GREECE
Destination:
a) U.K. South-east, London/Heathrow, Belgium
b) France, Switzerland
c) U.K. North, Netherlands
Route to be followed: UB1-VIW-UB1W, UB1VIW-UB1W, DOL-UB5W-KFT-UB5.
Origin:
(6) BULGARIA (VIA YUGOSLAVIA), BELGRADE
Destination:
a) U.K. South—east, London/Heathrow, Belgium
b) U.K. North, Netherlands
c) France, Switzerland
Route to be followed: UB9-LNZ-UG1S, UB9LNZ-UG1, UB5-KFT-VIW-UB1W.
Origin:
(7) YUGOSLAVIA, GREECE, BULGARIA (VIA YUGOSLAVIA)
Destination:
a) Northern Germany (Federal Republic of Germany)
b) Stuttgart (via Austria)
Route to be followed: UB9—LNZ-UG1, KFT-UB5-KDF.
(II-A023/80)

EXTENSION OF MANDATORY OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. With effect from 1 Oct 1980 all aircraft within the FIR WIEN operating on night VFR flights outside the traffic circuit of aerodromes shall carry on board a SSR transponder meeting the Standards of ICAO Annex 10, Vol I, Part I, item 2.5.
2. The transponder shall have the capability to respond at least to Mode A interrogations and to reply with 4096 codes.
3. Pilots shall operate their transponders and select modes and codes in accordance with ATC instructions only.
4. If pilots select on Mode A either Code 7700, 7600, or 7500, this will be indicated on the controllers display automatically.
5. The phraseology to be used shall conform to that prescribed in ICAO Doc 4444, Part X, item 6.3 and Doc 7030, Part I, item 13.4. (II-A057/80)

THE BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR flights operating in and below Nassau Control Area shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table and in accordance with the provisions of Chapter 4 of the Sixth Edition of Annex 2 of the Chicago Convention.

	Within Controlled Airsp.		Outside Controlled Airsp.
	Above 3,000 feet	At or Below 3,000	Below 700 ft.
Flight Visibility	5 mi.	5 mi.	1 mi.*
Distance from cloud	1 mi.	1 mi.	Clear of Clouds and in sight of ground or water
a) Horizontal	1000ft.	1000ft.	
b) Vertical			

*Except that helicopters may operate with a flight visibility below 1 mile if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstructions in time to avoid collision. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--Airmen are advised that except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern in the Bahamas when the ceiling is less than 1500 feet or when the ground visibility is less than 5 miles. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--Airmen are advised that effective immediately in the Nassau Control Area, aircraft should not be operated at an indicated airspeed of more than 250 knots (288 m.p.h.) within 15 N.M. radius of the following airports:
(1) Nassau International Airport
(2) Freeport International Airport
(3) West End Airport
However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed. (II-4/79)

SPECIAL NOTICE—Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, civil aircraft must not take off or land at any place in the Bahamas other than at one of the following airfields:
Nassau International Airport
Freeport International Airport
West End, Grand Bahama
(II-20/79)

BAHRAIN

BAHRAIN FIR: Air Traffic Services are available from Teheran ACC to all aircraft operating over water portion of Teheran FIR except that part of Airway A58 from Dubai to PAPA and Airways A59W/A59E from Dubai to Mike Two, remain under control of Bahrain ACC. (II-149/79)

BAHRAIN FIR: Until further notice all flights routing airway AMBER ONE between SHARJAH and JIWANI are to include OIIIZQ in address of flight plans and departure messages. Aircraft at FL 260 and below may be required to contact TEHERAN on 133.4 MHZ. Military aircraft transiting airway AMBER ONE will be kept clear of traffic by military radars. (II-44/80)

BAHRAIN FIR: The Smallpox vaccination is no longer required for arrival in Bahrain, Oman and Qater Airports. (II-110/80)

BAHRAIN FIR: Visual Reporting Point UMM SAID has been redesignated SOUTH POINT. (II-118/80)

BAHRAIN: Low Lead AVGAS 100LL now available at BAHRAIN INTL airport. Inquiries concerning specification should be made to B.P. P. O. Box 299 Bahrain. (II-123/80)

BAHRAIN FIR: WIE and UFN route and level restrictions will apply to all flights including HAJ flights transitting Bahrain and Jeddah FIRs and enroute to Saudi Arabian Airports.

1. Traffic to/from Iran and Far East:
To OEJD via R58-GOLBI-DHA-A1-SILNO-MAC-OCT RGB-G53-JDW FL 310 or above.
From OEJD via B57-BDB-YUSEF-RIY-G53E-DHA or via B57-GAS-PAF FL 290 or below to request level change from Bahrain ACC.

2. Traffic to/from Baghdad Area:
To OEJD via A60-RAH-RAMIL-A60F-HIL-A60 JDW FL 260 unless level change obtained from Bahrain ACC before RAFHA.
From OEJD via A60E-MAD-A60-HIL-A60F-RAH standard flt levels.

3. Traffic to/from Kuwait:
To OEJD via R65-GOLBI-DHA-A1-SILNO-RIY (or as directed by RIYADH ATC) -RGB-G53-JDW FL 310 or above or via PAF-B54-NEVOM-HIL-A60-JDW FL 310.
From OEJD via JDW-B57-GAS-PAF FL 290 and below to request level change.
From Bahrain ACC or FL 290 and above if previously ATC coordinated by BIR-DARB.

4. Westbound traffic overflying Jeddah FIR from HAIL HIL VOR via Awy W4 FL280 and 350 or above. (II-139/80)

BANGLADESH

DACCA FIC/ACC--Dacca 125.7 MHz unserviceable; all aircraft to contact Dacca FIC/ACC on 121.3 MHz. (II-A006/79)

DACCA FIR--Implementation of SSR Code Assignment System: The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with immediate effect. The general procedure relating to the system are contained in ICAO Doc 7030/2 Part-I. Bangladesh ATC is presently not equipped with SSR interrogator and there is less chance of obtaining SSR equipment in near future. Procedure applicable in Bangladesh (Dacca FIR): all SSR transponder equipped aircraft departing from aerodromes within Dacca FIR and operating on IFR flight plan for destination outside Bangladesh will be assigned discrete mode A codes from the block 4700 to 4737. The codes will be assigned sequentially by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and will be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome. In the event of such a flight diverting to an aerodrome within the Dacca FIR the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside Dacca FIR a new discrete code will be assigned by ATC. Flights conducted wholly within the Dacca FIR will not be assigned any SSR code for the time being. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure or emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. (II-A017/78)

BANGLADESH: With effect from 0001 on 24 January 1980, westbound aircraft from Dacca to Katmandu will follow the route given below:

Dacca-Ishurdi-FIR boundary (N24°35'30", E88°04'00") -Monda (N25°21'00", E86°26'00") -Katmandu. Portion of the route west of Ishurdi will be designated as G63 W.

(II-A035/79)

BANGLADESH: Procedure for operation through the airspace within the triangular area bounded by coordinates N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' then to 21°00', E92°00':

No aircraft shall operate through the above mentioned triangular area without prior approval from Director General of Civil Aviation Bangladesh.

PLN, DEP/PLN & DLA messages in respect of all flights through the area shall be addressed to VGDCZI. Aircraft shall contact Dacca FIC/ACC prior to entry in the triangular area on 2987/5673/8882/13288 KHz or on 121.3 MHz and pass estimated time over reporting points ATALU and DONAK together with flight level. Subsequent report will only be necessary if the estimates differ by 5 minutes or more.

Aircraft unable to comply with above procedure shall avoid flying over Bangladesh territory and territorial water.

(II-A036/79)

BERMUDA

SPECIAL NOTICE--Until further notice non-scheduled commercial flights into and out of Bermuda will not normally be approved during the following local times: arrival 1100-1730, departures 1230-1830. (II-5/78)

SPECIAL NOTICE: See also special notice under New York Oceanic Control Area under the section titled U. S. Oceanic Control Area Notices in this publication.

ATS ROUTE B 23 - SEA ISLE/ACUTE/TERSA/CHAMP/DANER/GABES/BERMUDA: Commencing 15 May 1980 the ATS Route B 23 will be redesignated as Route B 24. All name-code designators and geographical coordinates will remain the same. (II-2/80)

CANADA

AIR TRAFFIC CONTROL PROCEDURES: Altitudes or flight levels inappropriate to direction of flight -procedures to follow. This Class II NOTAM replaces the following Class I NOTAM NOF 790269 (Domestic) and A794281, B794737, C792464, D791274 (International). The following procedures will become effective at 0801 Zulu June 15, 1979 and will remain in effect until further advised.

A. Pilots may request an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) for fuel conservation considerations;

(2) for operating limitations reasons;

(3) if encountering icing conditions; and

(4) if encountering turbulence.

B. Controllers may initiate the use of an altitude/flight level not in conformance with the schedule outlined in ANO Series V, No. 2:

(1) if necessary to provide separation;

(2) if necessary to accommodate traffic flows;

(3) if necessary to accommodate the need(s) of adjacent unit/sector;

(4) if necessary to effectively utilize available airspace; and

(5) if required to prevent an aircraft from encountering known adverse meteorological flight conditions.

Under these conditions, the pilot will be required/expected:

(i) when in a radar environment, to make position reports, except in the NAT transition area;

(ii) under A. -to advise Air Traffic Services when he can accept the appropriate altitude/flight level to his direction of flight; or

(iii) under B. -to be recleared to the appropriate altitude/flight level to his direction of flight, when the need for the change no longer exists.

C. An aircraft may also be assigned an altitude/flight level not in conformance

with the schedule outlined in ANO Series V, No. 2, when the aircraft:

(1) is holding, arriving, or departing;

(2) is conducting a flight check of a NAVAID;

(3) is operating with an airspace reservation; or

(4) is operating in accordance with a waiver to ANO Series V, No. 2.

(II-8/79)

CHILE

SANTIAGO FIR: With effect from JUN/12th/1980, in AWY A5 from 30 NM to the North of TBN (NDB) non directional radio beacon, will be increased the controlled airspace to the East of the AWY A5 in 5 additional NM. The additional controlled airspace before mentioned it is protected to the South to join with the controlled airspace of UMKAL 1 procedure (STAR 1). (II-A46/80)

CHINA (Peoples Republic)

SPECIAL NOTICE: Availability of International Air Route from a Point on Sino-Burmese Border to Hong Kong for International Transit Flights and the Guangzhou (Canton Airport as International Alternate--For the safety and convenience of international flights, the General Administration of Civil Aviation of China has decided to provide, with immediate effect, the following facilities:

1. the international air route from the entry/exit point (23°26'N 98°54.5'E) on the Sino-Burmese border--Lincang (lingtsang)—Bose (Poseh)—Gaoyao (Kaoyao)--Guantzhou (Canton) to Hong Kong for all foreign transit flights, scheduled and non-scheduled;
2. the international airport, Guangzhou (Canton)--Baiyun (paiyun), as an alternate to all traffic bound for Hong Kong or operating on the aforesaid international air route.

All foreign civil aircraft operators desiring to operate on the above route or to use the above airport as an alternate may file their applications direct or through diplomatic channels with the General Administration of Civil Aviation of China, Beijing (Peking). (II—16/79)

SPECIAL NOTICE--IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN: WEF 2 November 1978, 0001 GMT, ICAO SSR code assignment plan for uniform application in the SEA region and the Asian part of the USSR and its associated procedures will be implemented in China. Below is a list of SSR code blocks allocated to FIRs (CTAs) China:

SSR CODE ASSIGNMENT

FIRs (CTAs)	Code Blocks	Remarks
Peking	3000-3057	
Shanghai	3060-3077	
Canton	3100-3117	For international use
Urumchi	3120-3137	
Lanchow	3140-3147	
Shenyang	3150-3157	
Wuhan	3160-3167	
Kunming	3170-3177	

(II-11/78)

PROVISIONS RELATING TO FLIGHTS BETWEEN GUANGZHOU AND HONG KONG: Effective from 1601Z on July 19, 1979, the following two uni-directional routes will be established between Guangzhou and Hong Kong. At the same time the existing route Guangzhou--Shilong—2230N 11450E—2210N 11450E--Hong Kong will be withdrawn. Relevant provisions are notified as hereunder:

1. Air route
   (1) Route from Guangzhou to the direction of Hong Kong: Guangzhou/Baiyun Airport--Guangzhou NDB 'QX'-Shilong NDB (2306N 11350E)--ROMEO (2232N 11406E) —Hong Kong NDB 'HKG' (2212.9N 11414.9E). Transfer of control point is ROMEO.
   (2) Route from Hong Kong to the direction of Guangzhou: Hong Kong VOR 'CH' (2213.3N 11401.7E)--TANTO (2221.5N 11352.0E)--Neilinding Dao (2224.5N 11348.0E)--Guangzhou NDB 'FO'—Guangzhou/Baiyun Airport. Transfer of control point is TANGO.
2. Flight altitudes and procedures:
   (1) The route segment between Guangzhou and Shilong is designated to be used for climbing by aircraft departing from Guangzhou and landing at Hong Kong and after that the aircraft is to maintain 3,000m between Shilong and ROMEO;
   (2) Aircraft departing from Hong Kong and landing at Guangzhou/Baiyun Airport is to maintain 3,300m from TANGO to a point 60km from Baiyun NDB 'FO' and thereafter descends for approach to land;
   (3) Aircraft departing from Guangzhou and overflying Hong Kong shall climb to 6,000m before ROMEO and change to FL200 (1013.2mb) over ROMEO in accordance with the Hong Kong cruising level system;
   (4) Aircraft overflying Hong Kong and landing at Guangzhou shall cross TANGO at 4,500m, thereafter descend to reach a point 60km from Baiyun NDB 'FO' at 3,300m and continue descending for approach to land;
   (5) Aircraft from the direction of Beijing or Shanghai overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Yingde, thence to descend to 6,000m

over Shilong and to continue descending to 3,000m over ROMEO;

(6) Aircraft from the direction of Kunming overflying Guangzhou and landing at Hong Kong is to maintain enroute altitude over Gaoyao and Foshan, thence to proceed direct to Shilong descending to 6,000m over Shilong and to continue to descend to 3,000m over ROMEO;

(7) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Beijing or Shanghai shall cross TANGO at 3,300m, thence climb to 7,000m over Baiyun NDB 'FO' and continue climbing via Baiyun NDB 'WX' to reach Yingde NDB at flight plan cruising level and thereafter intercept the planned course;

(8) Aircraft departing from Hong Kong and overflying Guangzhou to the direction of Kunming shall cross TANGO at 3,300m, thence climb via Neilinding Dao direct to Foshan, maintain 7,000m over Foshan and Gaoyao and thereafter continue climbing to flight plan cruising level;

(9) Aircraft from the direction of Beijing, Shanghai or Kunming overflying Guangzhou and Hong Kong to a point beyond and vice versa shall maintain its original enroute altitude in transit;

(10) Flight procedures for flights other than those mentioned above will be individually given by ATC service at Guangzhou.

Notes: Unless otherwise stated, all altitudes are related to pressure altitude, i.e. 760 mm Hg.

3. Change of Cruising Level System. For aircraft from Guangzhou to Hong Kong, change to Hong Kong cruising level system is to be effected at ROMEO; for aircraft from Hong Kong to Guangzhou, change to Guangzhou cruising level system is to be effected at TANGO.

4. Traffic from Hong Kong to Guangzhou shall establish radio contact with ATC at Guangzhou before TANGO and comply with the latter's instructions.

(II-18/79)

NOTIFICATION OF ESTABLISHMENT OF AIR CORRIDOR IN KUNMING AND REROUTING OF GAOYAO-KUNMING AND NANNING-LAOLIANGCANG ROUTE SEGMENTS:

1. Kunming Air Corridor

(1) Kunming Aerodrome (VOR) - Luxi (NDB), Width 10Km.

(2) Inbound aircraft from or outbound aircraft towards the direction of Hongkong, Guangzhou and Nanning and aircraft overflying Kunming from or towards the direction referred to above are to follow this corridor.

(3) Flight altitude within the air corridor: Outbound 6,000m (QNE); Inbound 5,700m (QNE). Aircraft overflying Kunming must proceed along the air corridor, maintaining assigned enroute altitude.

(4) Navigational aid: Luxi NDB coordinates N24°31'E103°45', ident ZN, frequency 387Khz, hour of operation HO.

(5) Heading (M) and distance: Kunming (VOR)-Luxi (NDB) 118°/298° 115km.

(6) ATC requirements

a. Before entry into the air corridor aircraft must establish contact with Kunming Tower, taking the initiative in reporting flight conditions and follow its instructions.

b. Aircraft overflying Kunming must proceed along the air corridor maintaining assigned enroute altitude, establish contact in time with Kunming Tower and follow its instructions.

c. Aircraft within the air corridor may make ascent or descent when so cleared by the tower.

2. Re-routing of Route Segments

(1) The Gaoyao-Bose-Kunming segment of Guangzhou-Kunming route will be rerouted as Gaoyao-Laibin-Bose-Luxi-Kunming (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Gaoyao NDB-Laibin NDB 284°/104° 339km-Bose NDB 275°/95° 265km-Luxi NDB 284°/104° 304km-Kunming VOR 298°/118° 115 km.

b. Cruising level: Gaoyao-Kunming FL110m, Kunming-Gaoyao FL100m.

c. Minimum safe altitude: Gaoyao-Laibin 193m, Laibin-Bose 1626m, Bose-Luxi 3101m, Luxi-Kunming 3509m.

d. Navigational aid: Laibin NDB coordinates N23°44'E109°14', ident KC, frequency 393Khz, hour of operation HO.

(2) The Nanning-Laoliangcang segment of Nanning-Wuhan route will be re-routed as Nanning-Laibin-abeam Guilin-Laoliangcang (the above locations are compulsory reporting points) with details as follows:

a. Heading (M) and distance: Nanning NDB-Laibin NDB 42°/222° 166km-abeam Guilin NDB 33°/213° 197km-Laoliangcang NDB 33°/213° 370km.

b. Minimum safe altitude: Nanning-Laibin 1960m, Laibin-Laoliangcang 2741m.

The above notification will become applicable from 1601Z on April 29, 1980. (II-03/80)

COLOMBIA

SPECIAL NOTICE: See the entry for Colombia in the section titled DEPARTMENT OF STATE ADVISORIES in this publication.

DOMINICAN REPUBLIC

ALL ACFT BOUND TO DOMINICAN REPUBLIC are required to be disinfected before landing with an adequate insecticide in accordance with part 3.2.20, chapter 2 of the ICAO anexo 9. (II-62/80)

FIR/CTA SANTO DOMINGO—NEW ATS ROUTE AND NEW COMPULSORY REPORTING POINT: Effective 20 March 1980 a new ATS route and a new compulsory reporting point will be implemented as indicated below:

Reporting Point: Puerto Plata VOR (PTA)
Ident: Ambar 36
Significant Points: 19-45-30N/ 070-34-18W
Magnetic Track: 300
Distance: 79 NM
MEA: 8000 ft.
Width: 20 NM
Remark: A36 -Within MDSD FIR will be a controlled airspace; to

Reporting Point: TUMAR
Significant Points: 20-15-54N/ 071-51-29W
Magnetic Track: 298
Distance: 21 NM
MEA: 4000 ft.
Remark: Compulsory; to

Reporting Point: ALBEE
Significant Points: 20-24-00N/ 072-12-25W
Magnetic Track: 298
Distance: 89 NM
MEA: 4000 ft.; to

Reporting Point: GREAT INAGUA (ZIN)
Significant Points: 20-57-35N/ 073-40-39W
(II-68/80)

SPECIAL NOTICE: The only requirement for private aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata, is sending the corresponding flight plan.

The non-scheduled commercial aircraft to overfly the Dominican territory or to land at the International airports of De Las Americas, La Romana, Cibao or Puerto Plata must solicit a permission with at least 72 working hours in advance, via cable, to DIRACIV, Santo Domingo, Dominican Republic. (II-58/80)

ECUADOR

SPECIAL NOTICE: GUAYAQUIL/Refueling Service-Turbo fuel A-1 not available until further notice for non-scheduled foreign aircraft operating at Guayaquil and Quito, except for private aircraft requesting 800 and no more than 1000 gallons. (II-A7/79)

EGYPT

CAIRO ATS ROUTE SYSTEM:

(A) All flight over A.R.E. territories should not fly below FL 85 except within Cairo control zone and when landing and taking off other aerodromes.

(B) Realignment of Advisory Route AD10 from ABU Simbel to NUBAR as follows:
1) position NUBAR 2200N 3145E.
2) magnetic track and distance between SML and NUBAR 164/344° and 23 NM.
3) route from NUBAR to Shindi instead of to Karima.

(C) ATS/MET reporting point NUBAR 2200N 3145E changed to be position Abu Simbel 2221N 3137E.

(D) The following entry levels shall be adhered to when entering Cairo FIR from Jeddah FIR: FL280, FL350, FL390; from Khartoum FIR: FL260, FL310. Other levels could be obtained upon aircraft contact and through clearances after entering Cairo FIR.

(E) Reassignment of Cairo FIR route Cairo VOR/Baltim 3135N 3101E/ RASDA 3308N 3054E will be authorized on both directions. Traffic on such route will be restricted to operate from FL100 to FL200 between Cairo VOR and Baltim.

(F) New temporary airway (W8) will be implemented with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
KATAB 2925N/ 2905E				
	142/ 322	176	FL200/ UNL	10
ASYUT VOR 270212N/ 310206E				
	128/ 308	121	FL200/ UNL	10
LUXOR 254504N/ 324546E				

(G) New route between Cairo VOR/Port Said with the following details:

Significant Point	Track/ MAG	Dist/ NM	Limit/ FT	Width/ NM
CAIRO VOR 300900N/ 0312500E				
	058/ 238	52	6000/ 7000	5.4
ISMAILIA 303600N/ 0321600E				
	365/ 176	40	6000/ 7000	5.4
PORT-SAID 311700N/ 0321400E				

(II-9/79)

ETHIOPIA

SPECIAL NOTICE--WIE in order to ascertain the safe operation of aircraft within the Addis Ababa Flight Information Region all civil and military aircraft operating on the following sectors should fly along the prescribed heading corresponding thereto and as indicated hereunder: (1) Entry into Assab Airport from either Addis Ababa or Dire Dawa—heading 055° with a tolerance of plus or minus 5°; (2) Exit from Assab for either Dire Dawa or Addis Ababa--heading 235° with a tolerance of plus or minus 5°; (3) Entry into Assab from Asmara--heading 120° with a tolerance of plus or minus 5°; (4) Exit from Assab for Asmara-heading 300° with a tolerance of plus or minus 5°. All civil and military aircraft entering or exiting Assab within a radius of 16NM from Assab Town should do so on the above prescribed headings only. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-All south bound departing traffic from Addis Ababa and all arriving traffic at Addis Ababa from the south including overflying traffic south of Addis Ababa should maintain radial 198 degrees at all times unless instructions contrary to this is duly provided by the ATA authority. (II-11/79)

FLIGHTS IN THE VICINITY OF ASSAB AND ABEAM ASSAB TO AVOID HA P-15 AND TO CONTACT ASSAB TOWER ON 118.3 MHz IS COMPULSORY: Irrespective of the series of NOTAM issued and disseminated warning aircraft to avoid flying over prohibited area HA P-15 which is found in the AIP Ethiopia RAC page 5-2, reports are still coming in regarding the violation of this area by numerous aircraft. Furthermore, a NOTAM 17/79 was disseminated instructing all aircraft which fly in the vicinity of or abeam Assab to establish contact on 118.3 MHz, but pilots have failed to adhere to the instructions. Once again, all pilots are instructed to contact Assab tower on 118.3 MHz during their flights in the vicinity of Assab and abeam Assab to ensure that they are flying well outside the prohibited area. Failure to abide by these instructions will force us to take a very strict measure the consequences of which will not be the responsibility of the Civil Aviation Authority. (II-20/79)

WITHDRAWAL OF ATS ROUTE DB53 DIREDAWA—MURAL: Effective immediately ATS Route DB53 between point MURAL and DIREDAWA is withdrawn. Therefore all aircraft which were using ATS Route DB53 within Addis Ababa FIR between point MURAL and DIREDAWA should henceforth use ATS Route G43 to overhead HAAB and then on a direct route to HFFF or overhead. (II—6/80)

FINLAND

KRUUNUPYY AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

> Fuel grade JET A-1 is now available at Kruunupyy aerodrome. (II-50/80)

PORI AERODROME, CHANGE IN FUEL DISTRIBUTION: Reference NOTAM Class II 15/79:

> The distribution of fuel grade JET A-1 has been discontinued. (II-51/80)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: Pilots are warned about an illusion of runway lights while at the threshold of Runway 14. This mirage effect is caused by reflections of the runway lights in the slope between the north taxiway and the south taxiway. Of the four rows of lights that can be seen, ignore the two inner rows converging towards the center line. This illusion may be more obvious when the runway is wet at night, and pilots should exercise great caution in such conditions. (AIC 1/79)

GERMANY (EAST)

TRAFFIC FLOWS TO OR THROUGH GREECE VIA BUGAC-KELEBIA-HUMAR:

1. Introduction

1.1 New procedures for management of the Air Traffic Flow to or through Greece via BugacKelebia-Humar have been agreed between the states Austria, Czechoslovakia, Denmark, the German Democratic Republic, Finland, Hungary, Norway, Poland, and Sweden.

1.2 The procedures will be applied on 01 July 1980, 0001 GMT.

2. Procedures

2.1 Where Repetitive Flight Plans do not exist, aircraft operating agencies/pilots planning operations to or through Athinai FIR via Bugac-KelebiaHumar should file their respective individual Flight Plans at least 3 hours prior to estimated time of departure.

2.1.1 Such Flight Plans shall also be addressed to LOWWYU.

2.1.2 Revisions to and cancellations of Repetitive Flight Plans and individual Flight Plans shall also be addressed to LOWWYU.

2.2 To avoid en-route holdings or intermediate landings aircraft operating agencies/pilots should, whenever Athinai ACC applies acceptance rates for the point Humar, request not earlier then 2 hours prior to the estimated time of departure an En-route Time Slot for the point Bugac indicating in the request the earliest possible time of arrival over the point Bugac.

2.2.1 Such requests shall be addressed to ETBSZG.

2.3 Slot Times for Bugac will be allocated by the Air Traffic Flow Management Unit Vienna and will be expressed as a four-digit time group and will allow for a tolerance of plus/minus 10 minutes for the flight concerned to arrive over Bugac.
2.3.1 Pilots should arrange their flight so as to arrive over Bugac as close as possible to the allocated Slot Time. Pilots of flights who are unable to meet an allocated Slot Time should immediately advise the appropriate air traffic services unit and request a revised Slot Time.
2.4 The following types of flights will be exempted from traffic flow restrictions:
a) Flights known or believed to be in a state of emergency (including flights subjected to unlawful interference)
b) Flights operating for humanitarian reasons
c) Flights on search and rescue missions
d) Flights with a "Head of States" status
e) Cargo flights carrying live-stock.
(II-37/80)

AIRWAY A4 RADAR VECTORING- With effect from the 07 August 1980, the airspace between the reporting points Starling and Segal within which aircraft bound for Copenhagen may be radar vectored by Copenhagen ACC will be changed as follows:
545500N 125100E - 545500N 130000E -
544400N 130130E - 543820N 125130E -
544400N 123100E - 545500N 125100E.
(II-43/80)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--The Secondary Surveillance Radar in Greece is operating as follows: Athinai Airport, General: The SSR operates in the Radar Vectoring Area* of Athinai Airport. *The Radar Vectoring Area of Athinai Airport is given in the AIP. The SSR ground equipment concerned is capable of interrogating on Modes A, B, C, D, and of decoding up to 4096 Codes with automatic activation of Codes 75(00), 76(00), 77(00) and is associated with Primary Radar. Operation of Transponders: Interrogation is normally made on Modes A and C. ATC instructions generally specify: Code 52(00) for arriving aircraft; and Code 53(00) for departing aircraft. Pilots of transponder equipped aircraft are requested to notify this capability in their Flight Plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. The phraseology to be used shall conform to that prescribed in ICAO DOC 4444--RAC/501 and DOC 7030. Athinai FIR/UIR, General: SSR (IFF/SIF) is in use within Athinai FIR/UIR in order to facilitate the coordination of general traffic and operational traffic. Operation of transponders: Pilots of transponder equipped aircraft entering Athinai FIR/UIR or departing from airports located within Athinai FIR, with the exception of Athinai Airport where procedures given in the above para are applicable, are requested to operate the transponders on Mode 3/A, Code 20(00). Pilots of transponder equipped aircraft are requested to notify this capability in their flight plan in accordance with Appendix 2 of ICAO DOC 4444--RAC/501. North bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS route limits, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR. (II-A27/78)

ATHENS FIR: The upper limit of the controlled airspace within Athinai FIR upper airways and the TMA at Athens/Hellinikon, Thesaloniki/Mikkra, Rodos/Paradisi and Kerkira Island Airports will be raised from FL 400 to FL 460. Additionally, the upper limit of Airway G12 from Kerkira (KRK) VOR to Laton will be raised from FL 360 to FL 460. (II-20/77)

ATHENS FIR: In addition to the routings given in Class II NOTAM A9/77 the following one way routings have been introduced: Southeast-bound traffic: Acft from Beograd and Sofia FIRs destined to points within Nicosia or Cairo FIR and beyond entering Athinai FIR at points HUMA or KULATA will follow route: TSL-SKL-ATH-MLS-SIT and then to W15C or A14H or W5A. Also acft from Roma, at FL250 and above destined to points within Nicosia FIR and beyond, entering Athinai FIR at point A1F will follow route: A1G-PLH-SIT and then to W15C. North-bound traffic: Acft destined to points within Beograd or Sofia FIR and beyond may be authorized by ATC whenever necessary to follow route: SUN-KRS-SKYROS/INT-TSL and then to HUMA or KULUTA. Due to several queries with respect to NOTAM A9/77 the following clarifications are provided: The introduced one-direction routing system does not affect the present ATS routes which in no way are realigned. To avoid flying out of the ATS routes limits according to para 4 of the said NOTAM, aircraft following one of the one-direction routes to Athinai VOR should fly within the limits of the respective AWY up to the entry points of Athinai TMA which are listed in RAC 4 APP 3B and then fly direct to Athinai VOR.
(II-A29/78 and II-A9/79)

RODOS PARADISI AIRPORT TURBULENCE IN THE APPROACH, TAKE-OFF AND CLIMB-OUT AREAS

1. Pilots landing or taking-off at Rodos/Paradisi airport (LGRP) should exercise extreme caution as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 07).

More specifically when South or South-Easterly winds of more than 10–15KT prevail the following phenomena affecting seriously the flight safely are observed:

The wind direction and speed at a given time vary along the runway (horizontal wind shear).

The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).

Severe turbulence prevail on the final approach, take-off and initial climb-out areas.

When the wind speed increases over 15KT, landing and/or take-off are not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb-out areas.

2. Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from Rodos/Paradisi airport, pilots are urged to volunteer reports of wind shear to Rodos Tower or Approach controllers, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:

A simple warning of the presence of wind shear, even if no further information can be given.

The altitude or altitude band, where the wind shear was encountered.

Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc. (II-30/79)

LGD 64 - KASSANDRA, REVISION OF LATERAL LIMITS: On the AIRAC date of 7 August 1980 the lateral limits of LGD 64 Kassandra will be revised as follows:

401600N 232200E - 400800N 232500E -
401000N 233000E - 401600N 232800E.
(II-17/80)

ALEXANDROUPOLIS: Refueling T.F. JET A1 and P.F. 100LL not available. (I-622/80)

GREENLAND and FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF from 2 November in anticipation of action being taken to amend Regional Supplementary Procedures, the following requirement comes into effect forthwith. For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certificated as complying with the MNPS (Para. 1.2 of the RAC Supps refers). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: At its fifteenth meeting the NAT System Planning Group concurred to amend the Regional Supplementary Procedures concerning flight planning in the NAT Region in order to allow easier reference and assessment of the traffic situation for air traffic controllers, and developed a proposal for amendment of the relevant provisions in ICAO Doc 7030. As a consequence of the NAT-SPG 15 Conclusion regarding this proposed amendment, and in order to expedite its application as well as to evaluate its effect, the following will apply within Sondrestrom FIR from 14 JUNE 1979 until further notice:

1. Flights conducted wholly or partly outside the organized track system shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

   a. Flights operating between North America and Europe shall generally be considered operating in a predominantly East-West direction. However, flights planned between these two continents via the North Pole shall be considered operating in a predominantly North-South direction.

   b. Flights operating predominantly in an East-West direction:

      i) For flights operating South of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich Meridian to 70°W.

      ii) For flights operating North of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich Meridian to 60°W.

   c. The distance between significant points shall, as far as possible not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridian is crossed, e.g.:

      i) With intervals of 10° of longitude (between 5°W and 65°W) for flights operating South of 70°N, and

ii) With intervals of 20° of longitude (between 10°W and 50°W) for flights operating North of 70°N.

iii) However, whenever the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

d. Flights operating predominantly in North-South direction:

i) For flights whose flight path are predominantly oriented in a North-South direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

2. Air traffic services may require any flight operation predominantly in an East-West direction to report its position at any of the intermediate meridians spaced at intervals of:

a. 10° of longitude South of 70°N (between 5°W and 65°W), and

b. 20° of longitude North of 70°N (between 10°W and 50°W).

For flights above FL 195, see Canadian and Icelandic publications. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: As the Joint Financing of those for the benefit of the international air traffic operated HF/VHF facilities in Sondre Stromfjord cease at 30 June 1979, a communications charge of 250,-Danish crowns will be introduced with effect from the same day. The facilities, which include the HF-frequencies 2868, 5624, 8910 and 11303 KHz and the VHF 127.9 MHz are established for the benefit of the international air traffic. The charge will be levied on all civil aircraft, which establish contact with the stations on these frequencies. For one and the same flight only one charge will be levied within a 24 hour's period. It should be noticed that as all aircraft internationally traversing SONDRESTROM FIR below FL 195 are obliged to establish contact with SONDRESTROM FIC on one of the above frequencies, the charge will be levied even if the contact is not established. (II-3/79)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INÁGUA TO PUERTA PLATA VOR: Effective 20 March 1980 a new ATS route will be implemented as follows:

A36 from Great Inagua 116° (M) outbound to intercept the 298° radial PTA VOR. Along A36 are ALBEE intersection 20° 25' 05" N and 72° 14' W. Distance from Great Inagua is 88 NM, then RETAK intersection 20° 16' 30" N and 71° 52' W. Distance from ALBEE intersection section is 22 NM. Distance from RETAK intersection to PTA VOR is 80 NM. Distance from SATOR intersection on A57 to RETAK intersection is 37 NM. Distance from RETAK intersection to BOTES intersection is 10 NM. RETAK intersection will be a compulsory reporting point on A36 only. Appropriate NOTAM will be promulgated to confirm or establish a new date on the above-mentioned implementation. (AIC 1/80)

CAP HAITIEN "LOCATOR" BEACON: Effective 3 August 1979, the Cap Haitien "LOCATOR" beacon was relocated and became operative. Geographical coordinates 19° 44' 03" N and 72° 12' 00" W. Identification HTN. Frequency 288 KHz. Power 25 watts, operating on A1 only, 24 hours daily. For station identification pilots must use BFO. AFIS is available on 118.7 MHz from 1200Z to 2300Z. (II-2-4/80)

JEREMIE "LOCATOR" BEACON: Effective 8 June 1979 the Jeremie "LOCATOR" Beacon became operative 24 hours daily on A1 only. Geographical coordinates 18° 40' 00" N and 74° 08' 30" W. Frequency 384 KHz. Identification URM. Power 25 watts. For station identification pilots must use BFO. AFIS available on frequency 118.4 MHz from 1200Z to 2200Z daily except Sunday. (II-2-3/80)

REALIGNMENT OF ATS ROUTES WITHIN THE PORT-AU-PRINCE FLIGHT INFORMATION REGION: Due to the relocation of the Port-au-Prince NDB, identification HHP, Frequency 270 KHz at a position 18° 34' 36" N and 72° 17' 13" W for which reason both the NDB HHP and the VOR/DME PAP frequency 115.3 MHz located at 18° 34' 35" N and 72° 18' 16" W will be considered co-located. The ATS route structure within the Port-au-Prince Flight Information Region accordingly will be modified as follows:

A16 to Great Inagua 335 degrees magnetic. VETMO intersection 19° 09' N and 72° 38' distance 40 NM. MEDON intersection 19° 48' 30" N and 73° 03' 00" W distance from VETMO intersection 44 NM, JOSES intersection 20° 10' N and 73° 10' W, distance from MEDON intersection 24 NM. A16 to Cabo Rojo VOR 141 degrees magnetic distance 54 NM.

A56/A57 to SATOR intersection, 008° degrees magnetic. SEDET intersection 19° 15' N and 72° 14' 30" W, distance 40 NM. SATOR intersection 19° 44' 30" N and 72° 12' 30" distance from SEDET intersection 30 NM, thence for A56 direct to Great Inagua distance 110 NM and for A57 direct to Grand Turn distance 118 NM.

G3 to BENET intersection 267 degrees magnetic. MAROT intersection 18° 30' N and

72° 49' W distance 31 NM. BENET intersection 18° 16' N and 74° 42' W distance from MAROT 106 NM. G3 to ETBOD intersection 18° 31' N and 71° 53' W distance 27 NM.

UB2 from BENET intersection to Grand Turk 051 degrees magnetic distance 277 NM. (II-2-6/80)

CAUTION: Night flying in Haiti can be hazardous due to exceptionally precipitous mountainous terrain, lack of visual cues and relatively low landing areas. Severe updrafts and downdrafts, abrupt changes in wind direction and velocity and severe turbulence may be encountered.

VFR night flying should be conducted at or above charted minimum en route altitudes since ground reference is minimal and mountains may blend with cloud formations.

Safety of flight in mountainous areas demands proper planning and a knowledge of the hazards associated with flying in these areas. (FAA)

HONG KONG

SPECIAL NOTICE--Compulsory Third Party Insurance for Non-scheduled Commercial Operations through Hong Kong: Currently the Combined Single Limit for Third Party Liability for any one incident/ accident/ occurrence is required to be not less than US $150,000,000 (US $150 million) for all non-scheduled commercial operations to/from Hong Kong. With effect from 12th December 1978 the insurance requirements for non-scheduled commercial operations will be as follows:

	Group Classification Maximum Authorized Weight	Compulsory Third Party Insurance Cover of not less than US
(1)	Ultra Light	
	2,500 KG or less	1,000,000 (1 million)
	2,501 KG--5000 KG	2,000,000 (2 million)
(2)	Light 5,007 KG--less than 10,000 KG	10,000,000 (10 million
(3)	Light/Medium 10,000 KG--less than 32,000 KG	25,000,000 (25 million)
(4)	Medium 32,000 KG--less than 100,000 KG	150,000,000 (150 million)
(5)	Heavy 100,000 KG--less than 170,000 KG	
(6)	Ultra Heavy 170,000 KG or over	
	(a) L-1011 or DC-10	250,000,000 (250 million)
	(b) B-747	300,000,000 (300 million)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: With immediate effect--Currently non-scheduled passenger aircraft are not permitted to operate within the period 0500 -0800. Owing to congestion, the timings of flights operating outside this period will be subject to approval. Applications should be made in good time for this aspect to be considered. (II-A33/78)

UNI-DIRECTIONAL INTERNATIONAL ROUTES BETWEEN GUANGZHOU AND HONG KONG

1. The following uni-directional international routes implemented for all traffic between Guangzhou and Hong Kong FIR's.

2. Route description:

i) Southbound route -Guangzhou - Shilong ("LQ" NDB) - 2232N 11406E (RUMET) - "HKG" NDB - "CH" VOR - Hong Kong. Transfer-of-control is at RUMET.

ii) Northbound route - Hong Kong - "CH" VOR -2221.5N 11352E (TEGAL) - 2224.5N 11348E (Neilingding Dao) - Guangzhou ("FO" NDB/"XK" NDB). Transfer-of-control is at TEGAL. (NOTE: Aircraft overflying Guangzhou to the direction of Kumming is to route via "XK" NDB. Aircraft landing Guangzhou or overflying Guangzhou to the direction of Shanghai or Beijing is to route via "FO" NDB.)

3. Communication procedure: For ease of identification and integration into prevailing traffic aircraft entering Hong Kong FIR from People's Republic of China airspace should establish contact with Hong Kong Approach on 119.1 MHz at least 5 minutes before reaching point ROMET). (II-A17/80)

INDIA

BOMBAY AND DELHI AIRPORTS--International Air Transport--Non-Scheduled Operations: The available parking space at Bombay and Delhi Airports have reached saturation level. It has therefore, been decided that with effect from 5 October 1978 and until further notice, in addition to restrictions already existing on the takeoff and landing of non-scheduled flights at Bombay and Delhi Airports during 1430 to 0230 hours GMT on all days, aircraft engaged in non-scheduled flights will also not be allowed to park their aircraft on the main apron in front of the terminal building at Bombay and Delhi Airports for more than two hours before 1430 hours GMT. Non-scheduled aircraft operators are therefore required to plan their flights in such a manner that they are able to take off before 1430 hours GMT failing which they would have to take their aircraft to other parking areas after unloading. No such restrictions are applicable for aircraft operations at Calcutta and Madras Airports. (II-9/1978)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: An area control Primary Radar in support to Basrah Control Centre is in operation, operating 24 hours daily. Call sign (Basrah Radar), frequency 128.7 MHz. Aircraft may be requested by Basrah to check with this unit. (II-30/78)

BAGHDAD INTL AIRPORT: WIE all aircraft operating within the Iraqi airspace should strictly adhere to the Iraqi National Rules and Regulations promulgated in the Iraqi AIP and should never enter Iraqi territory without having prior permission from the Iraqi appropriate authorities; or fly outside designated airways, routes and controlled areas. Action will be taken against aircraft infringing these instructions. The pilot-in-command will bear full responsibility of the overall action taken against his aircraft. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--For air defense purposes, all aircraft flying within Iraqi territories have to (a) communicate at least 10 minutes prior entering the Iraqi national territories for FIR estimate, if unable, relay by adjacent ACC, (AIP-IRAQ page COM 0-2 refers) and (b) adhere to the centerline of the airways while within the Iraqi territories, aircraft deviating from the centerline should only do so after prior permission is obtained from ATC (AIP-IRAQ page RAC 3.2-2 Note 2 refers). Strong action will be taken against aircraft violating the above instructions. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--The reliability of Basrah BA/VOR frequency 113.9 MHz is restricted between 040° to 080° due to scalloping caused by surrounding obstacles. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--Due to abnormal present situation of no responsible authority and controlling in the south portion of Airway R21 within Tehran FIR south of position (November) and for the provision of air traffic services to ensure the safety of the air traffic in the area, all westbound aircraft using R21 are adhering to contact and check with Basrah ACC on Frequency 124.5 MHz or Basrah Radar Frequency 128.7 MHz as soon as passing position Garfish or at least 10 minutes before estimate position (November) with full information to avoid any conflict with other aircraft. (II-10/79)

OPERATION ON FREQUENCY 124.5 – BASRAH: With effect from 12020700 and until further notice, due to changing the present site of frequency 124.5 MHz to a new building, operation will be on a single transmission on above mentioned frequency without standby. In case of any failure on above frequency, contact should be carried out on 119.4 MHz. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS – BAGHDAD: With effect from 19 Feb. 1980 and until further notice, Area Control Center receiver and transmitter frequency 125.9 MHz is operating on reduced power, aircraft may fail to contact on this frequency, should try contact on primary frequency 127.1 MHz. (II-13/80)

ISRAEL

JERUSALEM AIRPORT: The ILS Glide Path building positioned 300 meters from threshold and 40 meters from south edge Rwy 30 at a height of 10 meters above ground including the antenna pole is day and night marked. The ILS procedure published with Amendment No. 1 to AIP Israel 4th Edition, has been found to be faulty and needs corrections. The published procedure may therefore be used for training purposes only, by pilots familiar with airport and terrain conditions. An updated and corrected ILS plate for Jerusalem will therefore be issued in due course. (II-1/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: With the completion of the second stage of the Egyptian/Israeli Peace Treaty on 25 January 1980, Israeli control over the Area West of a line El Arish/Ras Muhammad in the Sinai Peninsula, will terminate. Above area includes, between others, also the civil airfield of Santa Catharina.
Any aircraft wishing to fly into or through the above specified area, should contact Egyptian Civil Aviation Authorities. The area to the East of the specified line remains under Israeli control and aircraft wishing to fly into or through this area will continue to contact Israeli Civil Aviation Authorities, for such permissions as are required by AIP Israel part FAL. (II-2/80)

ITALY

ROMA AND MILANO TMAS: Speed control for aircraft arriving at and departing from aerodromes located within Roma and Milano TMAs.

1. Speed Control regulations contained in AIP Italia RAC 4.2.2 para 5.4 and RAC 4.1.5 para 5.4, are suspended.
2. On trial basis it is in force the following:

a. pilots of radar controlled aircraft bound to the aerodromes located within Roma and Milano TMAs, if not otherwise instructed by ATC Unit, shall reduce speed to:

(1) 250 KT IAS at FL100 or below;

(2) 210 KT IAS, starting the turn to intercept the ILS/LLS or the appropriate VOR radial (in case of VOR or VOR+DME final approaches); or at a distance of 12 NM from Rwy threshold in case of straight approach;

(3) 180 KT IAS completing the intercepting turn or a distance of 9 NM from the Rwy threshold, in case of straight approach;

(4) 160 KT IAS at a distance of 5 NM from the Rwy threshold.

3. Furthermore, Roma and Milano radar may request pilots:

a. to adjust speed in a specific manner during the intermediate approach;

b. speed adjustments of not more than plus or minus 20 KT, if the aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from Rwy threshold.

4. Pilots or radar controlled aircraft shall maintain an IAS not exceeding 250 KT:

a. until crossing FL100 departing from aerodromes located within Milano TMA;

b. until crossing 6000 ft. departing from aerodromes located within Roma TMA.

(II-3/80)

IDENTIFICATION OF SIGNIFICANT POINTS IN ROMA, MILANO, BRINDISI FIR/UIR:

1. The following significant points within ROME FIR will be changed as shown:

Present Designator	Coordinates	New Desig.	Remarks
A14/C	4109N 1452E	AMSOR	A14
PANDA	4216N 1340E	ANEDA	G23
QUEBEC	4148N 0958E	BEKOS	G23N
BENNY	4103N 1440E	BENTO	NAPOLI CTR
A13/A	4012N 1301E	BEROL	A13
CENTO	4112N 1010E	CENTU	G2323
DELTA	4130N 1210E	ELVIN	AA1-ROMA TMA
EASY	4122N 1146E	ESINO	G14-ROMA TMA
DEALER	4011N 1406E	DELER	A1
U/R46/C	4222N 1013E	GILET	R46
LEONE	4308N 1245E	LEONN	A15
PAPA	4148N 1108E	MAMAR	ROMA TMA
ALPHA	4202N 1124E	MEDAL	A1-ROMA TMA
NORA	4316N 0959E	NORNI	A1E
PUMA	4202N 1255E	PEMAR	G23-ROMA TMA
QUEEN	4011N 1033E	QUEEN	G14
BRAVO	4148N 1143E	RAVAL	A1-ROMA TMA
ECHO	4113N 1232E	RIFFI	A1-ROMA TMA
U/R46/B	4211N 1052E	ROTIR	R46-ROMA TMA
FOX	4048N 1112E	ROXAN	G14
EAGLE	4018N 1320E	TAGEL	DW17
HOTEL	4102N 0934E	TALIN	G23
INDIA	4126N 1056E	TINTO	G23-ROMA TMA
CHARLIE	4136N 1201E	TORLI	A1-ROMA TMA
TURO	4052N 1152E	TURMO	DW4-ROMA TMA
KILO	4134N 1124E	VALMA	G23-ROMA TMA

2. Significant points already modified:

Present desig.	Coordinates	New desig.
U/G8/A	3827N 1900E	BAMBI
CRAY	4134N 1803E	CRAYE
DRAKE	3630N 1418E	DIRKA
TI	3744N 1056E	INDOR
CUTTLE	4233N 1559E	KATTI
CRAB	4401N 1355E	KERAB
LATON	3915N 1900E	LATAN
U/A1/F	3724N 1900E	LORNO
MARCO	4552N 0938E	MARCO
FIR BDRY R/UR22	4516N 1300E	ROTAR
SILLIAN	4645N 1225E	SOLNI
TIGER	4004N 1900E	TIGRA
FISH	4334N 1426E	TORPO
TUNA	4301N 1516E	TUNAL
TP	4052N 1152E	TUPAL
TN	3802N 1017E	NOLSI
U/A9/C	3815N 0947E	OSMAR
TE	3651N 1130E	ROLBA

3. Other significant points will be modified by further NOTAM. (II-30/80)

JAMAICA

SANGSTER INTERNATIONAL AIRPORT--Effective 2 December 1978 and until further notice, the hours of operation of the Sangster International Airport to all jet turbine aircraft will be from 1200z to 0500z daily. Jet turbine aircraft will be permitted to operate from 0500z to 1200z on the 2nd December 1978 and thereafter on every Saturday of any month until further notice. This airport will continue to open on a 24-hour basis to non-jet turbine aircraft, and to all aircraft providing scheduled air services which are operating late on schedule. Aircraft commanders should, within the limits of safety carry out the published Noise Abatement Procedures. (II-15/78)

SPECIAL NOTICE--Foreign Registered Aircraft Landing at or Departing from Airfields in Jamaica: Airmen are reminded that the Norman Manley and Sangster International Airports are the only two "Airports of Entry or Departure" from Jamaica. Foreign registered aircraft shall not land or take off from any place in Jamaica other than those specified below, without the written permission of the Collector General, namely: Norman Manley International Airport; Sangster International Airport; Boscobel Aerodrome; Ken Jones Aerodrome; Tinson Pen Aerodrome. Pilots of foreign registered aircraft must also obtain a Coastwise Clearance from the Jamaican Customs Authorities before making any domestic flights within Jamaica. Airmen are advised that privately owned airstrips within the island must not be used as these may be physically closed and any attempt to land at such airstrips may result in extensive damage to aircraft and injury to its occupants. (II-3/1979)

CHARTER OPERATIONS-JAMAICA: Application(s) to operate charter flight(s) into/out of

Jamaica over a period of not more than 30 days should be made at least 5 working days prior to the time the flight is to be undertaken to: Director of Civil Aviation, 15 Trinidad Terrace, Kingston 5, Jamaica, (JAMAICA CABLE: CIVAV, JAMAICA). All such cables should be reply paid. The following particulars should be given:

a) Name of airline operator.
b) Type of aircraft, registration marks and flight number.
c) Date and time of arrival at, and date and time of departure from the airport(s) concerned.
d) Place(s) of embarkation and/or disembarkation of passengers and/or freight.
e) Purpose of flight and the number of passengers and/or nature and amount of freight.
f) Name, address and business of charterer.
g) Name of airport handling agents in Jamaica.

Application(s) to operate charter flight(s) into/out of Jamaica over a period in excess of 30 days should be made at least 30 days prior to the date that the first flight will be undertaken to: Secretary, Air Transport Licensing Board, 15 Trinidad Terrace, Kingston 5, Jamaica. Such applications should include an exact copy of relevant filing made with the appropriate country of origin. (AIC 3/79)

JAPAN

TOKYO-HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 4 October 1979, to effect more efficient use of airspace, a single Flexible Track System (FTS) will be established from Tokyo to Honolulu on a daily basis for traffic which will operate at FL290 or above.

1. Geographical Boundary. The envelope within which the FTS will be established is as follows: Northern perimeter: VOLCANO-39N/160E-38N/170E-37N/180-31N/170W-CANON. Southern perimeter: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON.

2. Effective Daily Time Frame.
Within Tokyo FIR: 1200Z-1700Z
Within Honolulu FIR: 1300Z-2100Z

3. Usable Flight Levels. All IFR flight levels at or above FL290.

4. Notification of the FTS. Notification of the geographical coordinates of the selected FTS will be made by Japan Air Lines to Tokyo ACC and Honolulu ARTCC by 0400Z daily.

5. Advising Users. Tokyo ACC will issue a Class I NOTAM informing all users of the FTS by 0500Z daily. Note: "RJTT" will be used as a location indicator for domestic and "TOKYO FIR" for international circulation.

6. Flight Planning.

a. Eastbound traffic departing from or traversing Central West Japan proper and crossing 150E longitude between 1200Z-1500Z will flight plan as follows:

(1) For Honolulu: (a) via a gateway then via the FTS as stated in the daily NOTAM to CANON or; (b) via ROCKY VOLCANO or MACADAMIA then via a route separated by at least 100 NM laterally from the FTS to CANON. Note: Operators concerned may exercise judgment in electing (a) or (b) above.

(2) For continental USA and Canada: via a route separated by at least 100 NM laterally from the FTS and ATS route A90.

b. The FTS between gateways must be filed by geographical coordinates for computer acceptance.

c. Eastbound traffic departing from other locations may file to join/leave the FTS at the gateway or at any tenth degree of longitude along the FTS.

d. Westbound traffic departing from Honolulu during the period the FTS is in effect will flight plan as follows: Via a gateway separated by at least 100 NM laterally from CANON then via a route separated by at least 100 NM laterally from the FTS to the Tokyo gateway. Note: Westbound flight may elect to file via gateway CANON or a gateway less than 100 NM from CANON but may expect to be assigned a flight level below FL 290 until 100 NM lateral separation is established from the FTS.

e. Westbound flights departing from other locations during the period the FTS is in effect will flight plan via a route separated by least 100 NM from the FTS.

7. Clearances.

a. A pilot having flight planned via the FTS will suffix the word "FTS" when requesting the departure clearance.

b. A controller will clear the flight using the word "FTS" after having confirmed that the filed coordinates coincide with the FTS in effect.

8. Position Reporting. Position reports on the FTS between gateways shall be made using the geographical coordinates of the FTS.

9. Trial Period. The FTS will be started on a one-year trial period. Modifications will be made during the trial period if operationally necessary. Users will furnish FAA and JCAB with comments as to their desire for a permanent system.

10. Endorsements. The general agreement for establishing the FTS was reached by concerned authorities and users at the Honolulu ATS conference held in December 1978. (II-183/79)

CHANGE OF MEA ON AIRWAY R-11: WEF 1501 GMT 9 July 1980, a part of MEA on airway R-11 will be changed as follows:

GTC 328° $\frac{40NM}{5000}$
GTC 40 DME Fix $\frac{60NM}{9000}$ 148° CFH

(II-128/80)

ESTABLISHMENT OF DIRECT ROUTES: WEF 0000 GMT 7 AUG 1980, direct routes will be established as follows:

HPE 017°	15NM 6000	HPE 15 DME	62NM 10000	197° MW
HPE 063°	10NM 5000	HPE 10 DME	36NM 9000	243° MQE
HPE 187°	20NM 5000	HPE 20 DME	44NM 6000	007° MX
HPE 218°	15NM 5000	HPE 15 DME	42NM 9000	
		YTE 15 DME	7000	15NM 038° YTE
HPE 234°	12NM 5000	HPE 12 DME	43NM 9000	
MMV	55NM 9000	GTC 20 DME		
	20NM 4000	054° GTC		
HPE 296°	15NM 5000	HPE 15 DME	17NM 7000	TWV
	21NM 6000	116° ATE		

Remarks: HPE--MQE and HP--ATE of present direct routes will be abolished concurrently. (II-159/80)

Commissioning of Runway 3000m at Kugoshima airport
WEF 2230 GMT 1 Oct 1980, runway extended to 3000m at Kagoshima airport will be commissioned as follows.
1. Aerodrome reference point will be relocated to 31°48'00"N/130°43'18"E. Elevation 271.6m (891 ft.)
2. Runway 16/34 physical characteristics:
3000x45m (9840x150') Asph-Concrete Runway
60x45m (200x150') Asph-Concrete overrun
3120x300m (10240x980') Strip
Runway Strength - SIWL 43000kg (94800 lb)
(II-202/80)

Abolishment of Non-Compulsory Reporting Point and Direct Route
WEF 1501 GMT 1 Oct 1980, following non-compulsory reporting point and direct route will be abolished:
Non-compulsory reporting point: SEAKING (SKG)
Direct Route:
SEAKING (SKG) 052° 44NM TOSA (TSA)
6000
35NM 232° GBE VOR
6000 (II-203/80)

Relocation of Non-Compulsory Reporting Point
WEF 1501 GMT 1 Oct 1980, non-compulsory reporting point will be relocated as follows.
Takeshima (TSM) 333025N 1342244E:

Brq/Dist from NAVAIDS:
099°/35±NM fm KRO (MRA 8000 ft.)
099°/35NM fm KR
063°/82NM fm SUC
061°/82NM fm SU
243°/44NM fm GBE
(II-204/80)

JORDAN

AMMAN FIR:
a) All traffic entering Amman FIR from Baghdad FIR, Damascus FIR and Jeddah FIR must contact Amman ACC on VHF freq. 128.5 MHz or ASB frequencies 6610-HJ or 3453-HN at least 10 minutes prior to crossing Amman FIR Boundary.

b) Traffic entering ATS Route (FW22) via Amman/Jeddah FIR Boundary-Position (AMEDA) from Jeddah FIR and wishing to join (AWY R19) near (PD-NDB) must strictly request permission to join (AWY R19) and to contact AMMAN ACC on the above mentioned frequencies 10 minutes prior crossing FIR position (AMEDA).

All traffic should use ICAO standard phraseology. Flight Information Service only is provided on this Route (FW22). (II-7/79)

AIRCRAFT IN VMC NOT EQUIPPED WITH RADIO: Aircraft in VMC not equipped with radio or not having radio contact with Amman Aerodrome Control Tower shall enter the aerodrome traffic circuit from the north east and fly parallel to the RWY(24) (between TWY and old control tower) on an altitude of (500) ft. above ground level and on heading (241) Deg. Mag., and to check for visual signal from the new Aerodrome Control Tower.

Upon receipt of a green signal light, aircraft will complete a normal circuit and land on the runway in use. Amend AIP-Jordan page RAC 0-1, item 4 (page dated 10 September 1978). (II-11/79)

KUWAIT

KUWAIT CTA: Traffic from Tehran and Baghdad FIR overflying Kuwait CTA to Saudi Arabian airports should route via Failaka Island "FI" Beacon direct to Golbi. Flight level to be instructed by ATC. Inbound traffic from Jeddah via B57-PAF FL290 or below. For higher level ask Kuwait/Bahrain ACC. Traffic from Riyadh to Kuwait or joining Red 19 via PAF to cross Airway A1 FL240. For higher level ask Bahrain/Kuwait ACC. Traffic from Kuwait overflying Jeddah via PAF B54 HL FL310 and above. Traffic from Kuwait to Cairo via B54 HL FL280 or FL350. (II-11/79)

SPECIAL NOTICE: Reporting points OSCAR with coordinates 284200N 481800E and reporting point LIMA 285400N 481300E is to be cancelled. (II-22/80)

LIBERIA

ROBERTS AIRPORT: Locator "FR" freq 263 KHz OTS UFN. DME channel 85X OTS UFN. (II-0004/78)

ROBERTS INTL AIRPORT/LIBERIA: AVGAS 100/130 completely withdrawn until further notice. (II-4/80)

PROVISIONS FOR NON-SCHEDULED FLIGHTS:

Effective as of June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry & Transportation request that all Foreign Civilian and Military Registered aircraft wishing to overfly or land at Liberia's Aerodromes should comply with the following provisions. These provisions however, do not apply to normal scheduled commercial flights. Permission to overfly Liberia's Airspace or land at its Aerodromes is subject to prior request and approval. Request by mail should reach the Civil Aviation Authorities three (3) weeks before operation or if the request is made by telex two (2) weeks is required.

The request should include the following details:

1. Name, Nationality and address of applicant;
2. Aircraft registration marks or service number and Nationality of owners;
3. Type of aircraft;
4. Purpose of flight and nature of load;
5. Aerodrome of origin, date and time of departure;
6. Last aerodrome of departure before entering Liberia airspace, point and time of entering Liberia airspace - date time;
7. Aerodrome of landing in Liberia - date and time;
8. Point and time of exit;
9. First aerodrome of landing after leaving Liberia - date and time;
10. Final destination - date and time.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded;
2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission;
3. Aircraft not in possession of permission are liable to be dealt with severely;
4. Aircraft in possession of permission are required to stick as far as practicable to the approved timing;
5. Approved requests will be void after 24 hours of the date/time of entry.

The Civil Aviation Administration therefore, request that all concerned MUST strictly adhere to the above regulations. (AIC 04/80)

LIBYA

PUBLIC HEALTH MEASURES APPLICABLE TO PASSENGERS--WIE all carriers are required to ensure that passengers/crew coming from Middle East and countries around Mediterranean hold formal valid cholera health certificates as per W.H.O. regulations. Entry to Socialist People's Libyan Arab Jamahiriya will be refused to persons not holding such health papers. (II-3/79)

JODAY - CHANGE OF FREQUENCY OF NDB: The NDB at JODAY, ident. "TPO", hitherto operating on frequency 413 KHz, has undergone a frequency change and is now operating on 328 KHz. (II-21/80)

REMOVAL OF RESTRICTIONS ON AIRCRAFT REGISTERED IN ZIMBABWE:

1. With immediate effect, the restriction previously existing under which aircraft registered in or owned by Zimbabwe (formerly Rhodesia) or any other aircraft destined for or departing from Zimbabwe were not permitted to fly over Libyan territory or land within the S.P.L.A.J. is removed. (II-A036/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF from 2 November 1978, the ICAO SSR Code Assignment Plan for Southeast Asia and the Asian part of the USSR will be implemented. General procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Procedures applicable in Kuala Lumpur and Kota Kinabalu FIRs. Although Kuala Lumpur and Kota Kinabalu ATC are presently not equipped with SSR, with effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Kuala Lumpur and Kota Kinabalu FIRs and operating on IFR Flight Plans for destinations outside the Kuala Lumpur/Kota Kinabalu FIRs other than those in the Singapore FIR will be assigned discrete Mode A codes from the block 2100-2177 and 2000-2077 respectively. The codes will be assigned sequentially by Lumpur ACC or Kota Kinabalu ACC and relayed to aircraft by the respective control towers prior to departure. Codes assigned will be included in Flight Plans, departure and delay messages. In the event of such a flight diverting to an aerodrome within the Kuala Lumpur FIR or the Kota Kinabalu FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Kuala Lumpur/Kota Kinabalu FIRs, other than destinations within the Singapore FIR, a new discrete code will be assigned by ATC. Aircraft entering/overflying the Kuala Lumpur/Kota Kinabalu FIRs will retain their SSR Codes assigned prior to entry into the FIRs throughout their flight or until otherwise instructed by ATC. Flight conducted within the Kuala Lumpur and Kota Kinabalu FIRs will not be assigned any SSR Code for the time being. Codes assigned will cease to be valid when the aircraft lands at its Flight Planned destination or alternate in the case of a diversion, and may be reassigned to a subsequent aircraft when the appropriate flight time has elapsed. Radio failures, emergency, etc. Regardless of the SSR Code assigned, the pilot-in-command of an aircraft experiencing radio failure, emergency condition or unlawful interference should set his transponder to the appropriate international code to facilitate recognition by ATC of the relevant situation. Unservicable SSR equipment: A pilot-in-command of an aircraft having experienced transponder failure should ensure that the equipment is restored to normal operation at the earliest time, i.e., if possible prior to departure. (II-7/78)

EXTENSION OF AIRWAY W3, RE-DESIGNATION OF W3 AND W6; AND IMPLEMENTATION OF UNIDIRECTIONAL ROUTINGS FOR FLIGHTS BETWEEN SINGAPORE AND KUALA LUMPUR

1. Introduction:

1.1 With effect from 0001 GMT 27 December 1979, the following changes or arrangements within the Singapore FIR and the Kuala Lumpur FIR will be implemented:

(i) Extension of Airway W3;

(ii) Redesignation of Airway W3 and Airway W6; and

(iii) Establishment of unidirectional routings between Singapore and Kuala Lumpur.

2. Extension of Airway W3:

2.1 The existing Airway W3 from SJ (SINJON) VOR to JB (JAYBEE) will be extended to VJR (JOHOR VOR), as shown in Attachment A. The lateral and vertical limits of this extended portion of W3 will be as follows:

2.2 Lateral Limits: 1 1/2 NM either side of the airway centerline.

2.3 Vertical Limits: lower limit 5,500 ft; upper limit FL 460

3. Redesignation of Airway W6 and Airway W3:

3.1 Airway W6 and Airway W3 will be redesignated as Airway G79 to form one single continuous route from HALIM VOR to VBA (BATU ARANG VOR).

4. Establishment of Unidirectional Routings Between Singapore and Kuala Lumpur:

4.1 To facilitate flights between Singapore and Kuala Lumpur, ATS routes Airway A64 and Airway G79 (Airway W6 redesignated) shall be designated as unidirectional routes. Westbound flights from Singapore to Kuala Lumpur will fly Airway G79 while eastbound flights from Kuala Lumpur to Singapore will fly Airway A64 (see Attachment B). However, in the event that the inland route G79 is affected by adverse weather pilot-in-command of westbound flights may elect to fly on A64. (II-15/79)

ESTABLISHMENT OF ROUTE SEGMENT PENANG-KOTA BHARU OF AIRWAY GREEN 68 KUALA LUMPUR FIR

1. INTRODUCTION:

1.1 WEF 0001Z on 2 October 1980, ATS route designated Green 68 (Medan-Penang) shall be extended from Penang VOR (VPG) to Kota Bharu VOR (VKB) as an airway.

2. CHARACTERISTICS OF THE AIRWAY:

2.1 Type: Airway (/IV)

2.2 Airway centreline: A straight line joining Penang VPG and Kota Bharu VKB VORs.

2.3 Lateral limits: The airway shall have a width of 20 NM throughout i.e. 10 NM on either side of the airway centreline.

2.4 Vertical limits: The vertical limits of the airway and the reporting points are shown in Appendix A.

3. SEPARATION MINIMA

3.1 10 minutes longitudinal separation shall be applied between aircraft of same TAS and level.

4. CONTROLLING AUTHORITY

4.1 Penang-Kota Bharu Route Segment of G68. The controlling authority shall be Kuala Lumpur ACC, or Butterworth APP, as appropriate.

4.2 Delegation of Authority: The controlling authority for the short route segment of G68 cutting across the southern part of the Bangkok FIR shall be Kuala Lumpur ACC.

4.3 ATS Units, Callsigns and Frequencies:

Kuala Lumpur ACC-Lumpur Control-132.8/132.6 MHz.

Butterworth APP-Butterworth Approach-133.1 MHz.

5. FLIGHT PLAN REQUIREMENTS

5.1 Aircraft intending to operate along the route segment Penang-Kota Bharu shall submit flight plans at least one hour before their estimated time of departure. (II-14/80)

MALI

BAMAKO/SENOU-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mali. (Senegal II-3223/79)

MALTA

SUPPLY OF AVIATION FUEL AT LUQA AIRPORT: Aviation fuel/oil at Luqa Airport is supplied by: ENEMALTA Petroleum Division, Auberge de Castille, Valletta, Malta; telephone: 25828; telegraphic address: MOD 800 or ELPEGA Malta. Those airlines/operators who have not yet entered into individual fuel/oil supply agreement with ENEMALTA and who do not possess a valid Shell fuel carnet will be only supplied with fuel/oil against cash payment. All operators are advised to contact the above for their fuel uplift requirements. (Malta AIC-2/79)

MAURITANIA

NOUAKCHOTT-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Mauritania. (Senegal II-3228/79)

MAURITIUS

SPECIAL NOTICE: To facilitate the issue of descent clearances to aircraft approaching FIMP from Tananarive FIR above F150, the following procedures will apply until further notice pending the conclusion of a more formal arrangement. (a) Aircraft from the southwest shall call Plaisance Approach on 119.1 MHz over Reunion VOR call sign SDG frequency 112.5 MHz Channel 72X. Aircraft from the west shall call Plaisance Approach abeam SDG. Aircraft from the northwest shall call Plaisance Approach at the FIR boundary. (b) Aircraft proceeding into Tananarive FIR from FIMP are requested to contact Tananarive FIC as soon as convenient after takeoff, but shall remain in VHF contact with Plaisance Approach until the FIR boundary or until released by Plaisance Approach, whichever is later. (II-A010/78)

SPECIAL NOTICE: NDB facility at Flic-En-Flac on the West Coast of Mauritius position 201643S 572153E identification FF Frequency 258 KHz is the mandatory reporting point for all aircraft arriving FIMP from southwest, west, northwest, north and northeast. Aircraft arriving FIMP from the east, southeast will continue to report overhead VOR MA or NDB MS. (II-012/78)

NEPAL

KATHMANDU: (Establishment of domestic ATS route W-17) The following domestic ATS route has been established within Kathmandu FIR. Aircraft are permitted to operate IFR flights along this route at or above the minimum en route altitude specified for that sector. The effective date of implementation of this route shall be 27 December 1979. Details are as follows:

Identification Sector: White-17-(W-17)
Bharatpur (BHP) -Dang (DNG)
Magnetic Track (Degrees): 284°
Distance (NM): 116
MEA (ft): 10,500
Status & Types of ATS provided: F.I.S.
Remarks: Aircraft flying to and from VNK on to Western Sector must fly along the available designated ATS routes to the possible extent and flight plan should be filed accordingly. (II-008/79)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: The operation of large turbo-jet aircraft is authorised under the following conditions at Juliana Airport, St. Maarten:

1. Non-scheduled operators shall obtain permission from the Department of Civil Aviation of the Netherlands Antilles prior to the execution of flights.
2. Maximum ramp weight shall not exceed LCN value of 66. Prior to departure a copy of the weight and balance sheet shall be deposited with the flight information office as proof of same.
3. Operators are advised of the marginal firefighting and rescue facilities available. Operators assume any liability arising from operating under this condition.
4. Landing permission is subject to ramp limitations due to platform congestion and may be refused or restricted by the airport manager. (II-14/79)

CURACO FIR/CTA: Due to inadequate coordination and unreliable communication with MTPP and MDSD FIC all southbound flights shall establish two-way communication with Curacao Control on the appropriate frequencies at least 5 minutes before entering the MACC CTA to obtain entry clearance. Caution advised due to various reported loss of separation with aircraft on route R-11. (II-30/79)

CURACAO FIR/CTA/TMA: Transmitters and receivers Curacao ACC HF frequencies 8959 Khz and 5484 KHz are out of service until further notice. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: Fuel Jet A-1 available to Shell contracted customers only at an allocated amount until further notice. (II-34/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: NDB PJM 308 Khz operating on emergency antenna and reduced power. NDB shall not be used for instrument approach only for homing. (II-35/79)

NEW ZEALAND

NANDI - NAURU - TONIK: ATS ROUTE B77: The ATS Route B77 Nandi-Nauru-Tonik becomes effective 7 August 1980. The 5 letter name-code designators and reporting point coordinates within the Nandi FIR are listed below:

GUSMA	16°14'04"S	176°28'29"E
ATRAS	9°48'49"S	172°27'39"E
BULRO	5°42'47"S	170°00'00"E

Tracks and distances between reporting points are as follows:

NANDI VOR	- GUSMA	316°M	100NM
GUSMA	- ATRAS	317°M	450NM
ATRAS	- BULRO	318°M	285NM
BULRO	- NAURU	319°M	360NM

The Nandi-Nauru section of ATS Route B77 will be included in next edition of NZ-RNC3. (II-28/80)

FALEOLO - PAGO PAGO - FALEOLO: NEW ROUTE With effect from 30 September 1980, the following route structure is authorized:

Route Designator: ZULU ROUTE.

Tracks, distances and MSA between reporting points are as follows:

Faleolo VOR MSA 3194FT.	COCO REP	045°MAG	18NM
COCO REP MSA 1500FT.	COLA REP	045°MAG	13NM
COLA REP MSA 3300FT.	PAGO PAGO NDB	124°MAG	68NM

COLA REP position: 13°32'18"S 171°32'32"W.

The NZ-TAC 7 and Planning Manual will be amended later. 69/1/12 ADCA (FO)

Issued pursuant to Regulation 8A of the Civil Aviation Regulations 1953. (II-B37/80)

ESTABLISHMENT OF ATS ROUTE: TONGA-RAROTONGA With effect from 0001 GMT 1 October 1980, ATS route B98 was extended from Tonga to Rarotonga.

The five-letter name-code designators and reporting point coordinates are:

VISIK 21°18'38"S 171°43'37"W
On Nandi/Auckland OCA/FIR (Cook Sector) boundary.

NOPAN 21°20'58"S 165°00'00"W
In Auckland OCA/FIR (Cook Sector).

Tracks and distances between reporting points are:

Rarotonga VOR	-	NOPAN	255°MAG	291NM
NOPAN	-	VISIK	257°MAG	377NM
VISIK	-	Tonga NDB	259°MAG	196NM

Revised pages to the NZAIP-Planning Manual will be issued and the Tonga-Rarotonga section of ATS Route B98 will be added to NZ-RNC3. (II-B40/80)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. Occasions may arise when due to circumstances beyond his control, a pilot may deviate from authorized route.

2. Aircraft operating over Pakistan when lost close to nearest FIC/ATS Unit and give flight plan, nationality, approximate position or last known position, heading, height etc.

3. If any aircraft operating in proximity of the Pakistan territory enters Pakistan airspace without prior authorization the Pilot-in-Command shall inform appropriate ATS Unit in Pakistan by the quickest means available of the following:

a. Position, flight level and time at which the deviation from the route is expected to be made.

b. Direction and distance upto which the aircraft is likely to deviate from the route.

c. Position, time and flight level of re-entry into the route.

4. If any aircraft fails to inform the Air Traffic Services Unit concerned about any deviation from a prescribed route, it is likely to be intercepted by fighter aircraft. (II-3/80)

KARACHI: In view of conflict of traffic due to lack of Radio contact with Lahore/Karachi Centre following level restrictions shall apply to flights operating in Lahore and Karachi FIR unless otherwise cleared by Lahore or Karachi Centre as applicable. Eastbound aircraft shall maintain FL 290 while on sector Kabul/Lahore FIR boundary-Fort Sandeman-Rahimyar Khan-Karachi/Delhi FIR boundary and sector Kabul/Karachi FIR boundary (Sher Khan)-Nwawashah-Karchi. These procedures are in addition to the ATS procedures contained in AIP of Pakistan. Level restriction are applicable only to those flights which cannot contact Lahore or Karachi Centre fifteen minutes prior to entering respective FIR. To operate on last assigned FL all Pilots are advised that they must establish contact with Lahore or Karachi Centre as applicable prior to entering Lahore or Karachi FIR. (II-12/80)

ISLAMABAD: VOR Radial 171 flight checked and declared fit for unrestricted use other Radials on test. (II-3/80)

KARACHI: With immediate effect VOLMET Broad Cast Frequency 3432 Khz completely withdrawn until further notice. (II-28/80)

PANAMA

SPECIAL NOTICE: Enroute IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR acft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: Primary 6666 KHz, Alternate 2889 KHz when operating south of 09-00N/TBG. Primary 6540 KHz, alternate 8959 KHz when operating north of 09-00N/TBG. Additional frequencies available are 5568 KHz, and

10017 KHz. U.S. military flights and civil acft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 3144/5170 KHz 0000-1200Z, 8993/11176 KHz 24 hours daily, 15015/18003 KHz 1200-0000Z. When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below Flight Level 200 Mode A/3 Code 1100. At and above Flight Level 200 Mode A/3 Code 2100. VFR aircraft, Mode A/3 Code 1200. Other transponders replies will be assigned by Panama ACC as necessary. (FAA)

PHILIPPINE ISLANDS

SPECIAL NOTICE—Co-Pilot Requirement: For the information of all concerned quoted hereunder is the Memorandum Circular of the Director of Civil Aviation dated 15 November 1978. "Effective 0001 GMT, 1 March 1979, all aircraft with a certificated take-off gross weight of 3,175 kgs (7,000 lbs) and above, shall be operated only with a duly rated co-pilot regardless of flight plan. All previous orders and/or memoranda that may be in conflict herewith are hereby rescinded." (AIC-3/79)

ATS ROUTE RED 68 FOR FLIGHTS DEPARTING MANILA/BANGKOK: With effect from 0001 GMT, 23 October 1979, all flights departing Manila for Bangkok shall be closed only via R68 due to refusal by Hong Kong to accept traffic on R66. (II-A-9/80)

REQUIREMENT FOR GENERAL AVIATION PILOTS FILING IFR FLIGHT PLANS: For strict compliance by all concerned, effective immediately, all general aviation pilots filing IFR flight plans shall certify on the available space on the face of the flight plan that both pilot and aircraft are IFR rated. (AIC 4/80)

PORTUGAL

NORTH ATLANTIC-FLIGHT PLAN REQUIREMENT IN THE MMPS AIRSPACE: For flights intending to operate within the North Atlantic MMPS airspace during any portion of their flight the letter "X" shall be inserted in item 10 of the ICAO flight plan after the letter "S" to clearly indicate that the aircraft is capable of complying with MMPS. This procedure is to remain in effect until final ICAO dispositions of a similar requirement in terms of a NAT supplementary procedure now being processed internationally. (II-68/80)

SANTA MARIA OCEANIC FIR-PLAN DATA
1. Estimated time at Santa Maria Oceanic FIR boundary for flights conducted wholly or partly outside the NAT Organized Tracks shall be specified in field type 13 of the Flight Plan;
2. For flights conducted along one of the Organized Tracks from the entry point into the NAT flight Information Region to the exit point, only the estimated time over the first Oceanic FIR boundary should be specified in field type 13 of the Flight Plan;
3. Flights crossing the Eastern boundary of Santa Maria Oceanic FIR between 4500N and 3410N shall be operated on a great circle track joining the planned positions at 10W and 20W and positions at the Oceanic FIR boundary shall be specified in field type 15 of the Flight Plan. (II-70/80)

SANTA MARIA OCEANIC CONTROL AREA-OCEANIC CLEARANCES: In view of reported air traffic incidents, all flights entering the NAT Region through Santa Maria Oceanic Control Area must obtain ATC clearance before crossing the Oceanic Control Area boundary.
1. Pilots should request oceanic clearances at least 20 minutes before the ETO for the Santa Maria OCA boundary from Santa Maria Control through Santa Maria Radio on a HF en-route frequency;
2. Pilots should maintain a SELCAL watch for receipt of the clearance and whilst in communication with Santa Maria Radio should also maintain communication with the appropriate ATC authority for the airspace in which they are operating;
3. Requests for clearances should include the following information:
a. Call sign;
b. Present and requested flight level;
c. Coordinates of OCA entry point and an accurate estimate for this point, and;
d. Any change to filed Flight Plan.
4. Pilots are required to read back the full coordinates and fish point of landfall of the cleared track. (II-75/80)

CARIBBEAN-EUROPEAN ROUTES EFFECTIVE 0001 MARCH 9, 1980: To reduce the increasing inefficiency in the economy of aircraft operation and to reduce ATC workload associated with random traffic flows, an organized traffic flow has been implemented by establishment of fixed routes between the Caribbean/South America (CAR/SAM) area and Europe. Reduction of random traffic movements and associated crossing conflicts are expected to provide better ATC service and fuel economy.

1. ROUTE DESIGNATION
1.1 For traffic to/from Caribbean/South American and Northern Europe: R99 (formerly R11): 27N 50W -34N 40W -3927N 3110W (FLORES NDB) -45N 20W -47N 09W -4709N 0136W (NANTES VOR);

1.2 For traffic to/from Caribbean/South American and the Iberian Peninsula: 361: 27N 45W -29N 40W -33N 30W -36N

20W -37N 15W -3837N 0930W (BUG10), or UB47 (formerly R67): 3927N 3110W (FLORES NDB) - 41N 20W -41N 15W -4051N 0930W (DIRMA).

2. FLIGHT LEVEL UTILIZATION
2.1 Appropriate to direction of flight.

3. FLIGHT PLANNING
3.1 Flights to/from/over the Caribbean area estimated to cross 30W:
3.1.1 Northeastbound between 0100 and 0800 GMT or southwestbound between 1100 and 1800 GMT shall file the defined routes;
3.1.2 Under special circumstances flights planning random routes will be accepted with prior notification to the facility.
3.2 Random flight planning during other hours is acceptable.
3.3 The routing to/from 27N, the Southern extremity of R99/G61 is random at all times.
3.4 Flight plans shall contain the appropriate route designation, i.e., R99/G61/UB47.

4. AIR TRAFFIC PROCEDURES
4.1 Twenty minutes minimum longitudinal separation shall be provided between aircraft operating on the defined routes at the same flight level;
4.2 Northeastbound aircraft on R99 will be cleared to NANTES to avoid strategic conflict with OTS traffic. Depending on the current traffic situation, Shanwick will reclear these aircraft to Northern European destinations when the flight is at or above 45N.
4.3 Southwestbound aircraft from Northern Europe planning to operate on R99 will be cleared to join R99 at 45N 20W.
4.4 ATC centers involved shall take particular care to ensure that traffic crossing the defined route structure is not penalized.
4.5 Aircraft operating on the defined route system shall report over the latitude/-longitude points specified in 1.1 or 1.2 above.
(II-95/80)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN landings and departures of aircraft not belonging to R. S. Romania performing scheduled and charter flights on BUCURESTI/Otopeni and CONSTANTA/M.Kogalniceanu airports are prohibited as follows:
1. BUCURESTI/Otopeni airport: for charter flights only the whole year between 05.30 -07.00 and 12.00 -15.30 GMT.
2. CONSTANTA/M. Kogalniceanu airport: for scheduled and charter flights until 01.10.1979 between 03.00 -05.00; 11.30 -15.00 and 22.00 -23.00 GMT.
3. CONSTANTA/M. Kogalniceanu airport: for charter and scheduled flights beginning from 1980 year, during 01.05 -01.10 period between 03.00 -05.00; 10.30 -14.00 and 19.30 -21.00 GMT. (II-11/79)

SAUDI ARABIA

TAIZ WIE/UFN: Flying along the route between Taiz and FIR boundary position is strictly prohibited. (II-29/79)

JEDDAH FIR—AIRCRAFT OPERATING ON R19: Aircraft operating on Airway R19 between R19J and Rafha shall maintain a continuous listening watch on frequency 123.4 MHz in addition to the appropriate frequency assigned by air traffic control. (II-20/79)

JEDDAH FIR-JEDDAH CENTER OPERATING FREQUENCIES: Until further notice, attention of all pilots is drawn to the following operating frequencies of Jeddah Center: (a) Jeddah North is operating on frequency 119.1 MHz for the routes: R39B--A26--A60--W4--B57. (b) Jeddah South is operating on frequency 132.1 MHz for the routes: G53--P34--R39--G43--G49--G49B. (c) Jeddah TMA is operating on frequency 124.0 MHz for 60 NM radius of Jeddah VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: Riyadh Terminal Control Area is realigned as follows: (a) Hours of operations: H24, (b) Riyadh TMA: Is a 100 NM radius from Riyadh VORTAC (24°43'03.2"N 46°43'14.6"E) excluding military restricted areas and that portion overlaps Bahrain FIR from ground to unlimited. (c) Riyadh Control Zone: Is a 15 NM radium from Riyadh VORTAC from ground level to 4000 ft. All aircraft must contact Riyadh Tower before penetrating the control zone. (d) Transition level: FL80. (e) Transition altitude: 6000 ft. All aircraft at or below this altitude will use aerodrome WNH. (f) Controlled airspace: (1) Airway G53: From Raghba VORTAC (23°55'39.9"N 44°36'23.6"E) to Durma (R070°/25 NM coordinates 24°03.5'N 45°02.4'E) to Riyadh VORTAC (R242°/100 NM). (2) Airway G53 East: From Riyadh VORTAC to JAMAL reporting point (R043/95 NM). (3) Airway G53 West: From Riyadh VORTAC to Naife reporting point (R028/86 NM). (4) Minimum flight level of airways if FL 130. (5) VFR flights operating within the controlled airspace outside the control zone are requested to contact Riyadh Approach on 126.0 MHz. (g) Holding Fixes: (1) VORTAC. (2) NDB. (3) Between 2 DME fixes as designated by ATC. (4) Geographical. (5) Minimum holding level is the transition level FL 80. (h) Approach Facilities: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, on test basis. (i) Communications: (1) Riyadh Tower 118.1 MHz. (2) Riyadh control 121.9 MHz. (3) Riyadh approach control 126.0 MHz. All aircraft landing or overflying Riyadh controlled airspace are to contact Riyadh approach control on 126.0 MHz at least 5 minutes prior to penetrating Riyadh controlled airspace. All aircraft on the ground are to contact Riyadh ground control for IFR

clearance and taxi instructions before taxiing. (j) Flight Planning: All IFR aircraft must file a flight plan at least 45 minutes before departure. (k) Exit and Entry Routes: The following are compulsory reporting points as normal Exit and Entry routes to leave and enter Riyadh Terminal Controlled Airspace:

(1) Durma: Raghba VORTAC R070/25 NM.
(2) Jamal: Riyadh VORTAC R043/95 NM.
(3) Yusef: Riyadh VORTAC R260/100 NM.
(4) Naife: Riyadh VORTAC R028/86 NM.
(5) Nawaf: Riyadh VORTAC R205/100 NM.
(6) Turkey: Riyadh VORTAC R305/93 NM.
(7) Sedir: Riyadh VORTAC R300/100 NM.

The above information is replacing page RAC 4-4 of Saudi Arabia AIP. (II-24/79)

JEDDAH-HOLDING OVER JED VOR: Until further notice, holding authorized over JED VOR from 5000 ft. to and including FL 140, one minute right turn on R290 inbound. (II-27/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: With effect 1 Feb. 1979, in case of no communication between aircraft and Sanaa approach, the following will be followed: (a) Traffic from Sanaa inbound to Jeddah will be given FL 200 or below until he is in contact with Jeddah Control or through Khamis approach. (b) Traffic from Jeddah outbound to Sanaa will be given FL210 or above except piston engines. (c) Traffic from Gizan outbound to Sanaa will be given VFR flight level until he is in contact with Sanaa approach. (d) Traffic from Sanaa routing overhead Nejran through Jeddah FIR will be given FL210 and below. The opposite will be given FL 220 and above. (II-36/79)

BADANA--POSITION REPORTS: All aircraft operating within a radius of 40 NM from Badana, below FL 110 shall broadcast their position reports on frequency 123.4 MHz. (II-37/79)

SENEGAL

DAKAR/YOFF-UFN: All non-scheduled flights must provide 48 hour prior notice for jet fuel type A-1. Notification messages must include the flight number, date and hour of arrival and the quantity of fuel required. Confirmation of fuel availability must be received prior to departing for Senegal. AFTN requests should be forwarded to GOOOZP. (II-3225/79)

SINGAPORE

SPECIAL NOTICE: Implementation of SSR Code Assignment--The ICAO SSR Code Assignment System for Southeast Asia and the Asian part of the USSR will be implemented with effect from 2 November 1978. The general procedures relating to this system are contained in ICAO DOC 7030/2 Part 1. Singapore ATC is presently not equipped with SSR interrogator but expects to operate fully automatic SSR interrogators with Mode C readouts by October/November 1979. With effect from 0001Z 2 November 1978, all SSR transponder-equipped aircraft departing from aerodromes within the Singapore FIR and operating on IFR flight plans for destinations outside the FIR other than those in the Kuala Lumpur and Kota Kinabalu FIRs will be assigned discrete Mode A codes from the block 2200-2277. The codes will be assigned sequentially by Singapore ACC and relayed to the aircraft by the respective control towers prior to departure. In the event of such a flight diverting to an aerodrome within the Singapore FIR, the assigned code will be retained until the aircraft has landed at its new destination. When it subsequently departs for a destination outside the Singapore FIR (but not the Kuala Lumpur or Kota Kinabalu FIRs) a new discrete code will be assigned by ATC. Flights conducted wholly within the Singapore FIR will not be assigned any SSR code for the time being. Aircraft overflying the Singapore FIR will retain their SSR codes assigned prior to entry into the FIR throughout their flight or until otherwise instructed by other ACCs. Regardless of the code assigned, the pilot-in-command of an aircraft experiencing unlawful interference, radio failure of emergency condition should set his transponder on the appropriate international code to facilitate recognition by ATC of the relevant situation. A pilot-in-command of an aircraft having experienced transponder failure should ensure that the faulty equipment is restored to normal operation at the earliest time, i.e. if possible at the first landing after the event. In case of a failure which occurs after departure, the aircraft will continue the flight in accordance with the last received and acknowledged clearance, or in accordance with any amended clearance which may be issued by ATC. (II-6/78)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. With effect from 21st July 1979 limitations of availability of aviation fuel will be brought into effect at all locations within Solomon Islands.

2. Refueling of aircraft with both Aviation Gasoline and Aviation Turbine fuel will be limited to the supply to those carriers or Private Operators who have either an agreed Account with the Shell Company or who are in possession of a Shell Fuel Carnet.

3. No aviation fuel can be made available to any other Operators, even on a direct cash sale basis.

4. Fuel is normally only available at Honiara/Henderson Airport in the case of both AVGAS and AVTUR. Limited stocks of AVGAS are held at MUNDA, KIRAKIRA, and

GRACIOSA BAY for use by the local airline only. (II-10/79)

SPAIN

TENERIFE AD. – FLOW CONTROL: All interisland domestic flights with origin or destination Tenerife will use the Tenerife-Norte Airport, except those which due to their special position-site conditions or their connection with other flights have to do it from Tenerife Sur-Reina Sofia Airport.

All charter, both domestic and international flights, are permitted to proceed at their discretion to Tenerife-Norte or Tenerife Sur-Reina Sofia Airport.

A flow control will be performed in both Airports. (II-276/80)

MADRID UIR. – UG-5 AIRWAY: With immediate effect, the UG-5 airway segment between TUDELA INT and UIRB (RAC 3.2-27 REF) is established as shown below:

	TUDELA INT 4159N 0132W		
		056 236	78 144
UIR MADRID UIR FRANCIA	UIRB 4248N 0009W		

PINA INT is cancelled on this airway. (II-277/80)

SABADELL AD. – Refuelling.
Fuel Jet A1 available.
(II-723/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES—With effect from 2 Nov. 1978 ATC Colombo will assign an SSR code to international aircraft on IFR flights leaving Colombo International Airport, and equipped with SSR. The assignment shall be from the four digit SSR code allocation given to Sri Lanka on Table ATS 3 to the ICAO MID/SEA ANP Doc. 8700. The code blocks are from 7301 to 7377 Mode A. The code assigned to each aircraft will be included in the FPL message by the ATC unit accepting the flight plan at Colombo Airport. The code will also be included in the departure, delay, boundary estimate and transfer messages pertaining to the aircraft. The code shall cease to be valid, when the aircraft lands at the next point of landing or in the case of a diversion to an alternate when a fresh code will be allocated. The pilot's copy of the FPL will be retained by the pilot and the SSR code shall be used when entering an area equipped with SSR. A code allocated to a preceding aircraft may be reallocated to a subsequent aircraft only after the first aircraft is expected to have terminated its flights or after a period of three hours. In case of a diversion while within Colombo FIR a code from the domestic code allocation 7401 to 7477 will be assigned to the aircraft and the previous assigned code will cease to be valid. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A maximum tolerance of 2 hours will only be allowed for non-scheduled flights from the time specified on the permission granted for entering Khartoum Flight Information Region. As such clearance will be void after expiration of 2 hours from the time given on the initial request. Violation will be dealt with severely. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: Due to the restriction imposed by Cairo ACC in their Notam Class No. A194 of 1979, all flights overflying Khartoum Flight Information Region enroute from Nairobi and Addis Ababa FIRs to Cairo FIR must maintain at least 20 minutes time interval between each flight when entering Khartoum FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: Avgas 100L fuel is available only at Khartoum Airport for domestic flights. Uplifts for international flights are subject to prior request and approval from Shell Co. of the Sudan. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: Port Sudan Non-Directional Beacon on frequency 350 Khz is unreliable until further notice. (II-09/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: All air carriers operating scheduled or non-scheduled flights to the Sudan are hereby required to ensure the availability of valid import license for cargo consigned to the Sudan. Cargo not fulfilling the requirements of valid import license shall be denied off-loading. Personal effects and personal household not exceeding the value equivalent to 500 Sudanese pounds shall be exempted from the requirement of import license. All operators are kindly requested to adhere to this rule. (II-19/77)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: Change of ATS routes lower limits. The lower limits of the following air traffic services routes within Damascus flight information region: DW5, DW6 and DW7 are redesignated FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--All aircraft intending to enter Damascus FIR are urged to establish two-way radio communication with Damascus

Center ten minutes before crossing FIR/BDRY in order to insure safety of flights and enable proper traffic control management. Operating frequencies of Damascus Center are: VHF 120.0 MHz and 121.30 MHz, or HF/RI 8847 primary and 5603 secondary, if unable on VHF frequencies. (II-5/79)

DAMASCUS FIR—CLOSING OF ATS ROUTE: The segment of Airway A21 between Kariatain/NDB-Banias/NDB is closed to all traffic UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: The Directorate General of Civil Aviation is connected to the Telex service and put in operation under Telex Nr. 1192 and answer back code CIVAIR 11928 SY. (II-9/79)

TANZANIA

DAR-ES-SALAAM FIR: In the United Republic of Tanzania fuel type AVGAS 100LL is available on ration basis to selected listed aircraft operators only. Operators are advised to check with SHELL Tanzania on fuel position. (II-A3/80)

DAR ES SALAAM FIR: Reference NOTAM Class TWO paragraph (a) and AIP Tanzania FAL 1-2 paragraph 1.3.1.1 operators of non-scheduled aircraft must give their full postal address when requesting for a clearance to overfly or land in Tanzania, for the purpose of collecting Air Navigational charges. Failure to include this information will render the request incomplete and therefore non-actionable. (II-A29/80)

DAR ES SALAAM FIR: WIE all flights that intend to land in or have departed from Zimbabwe are permitted to overfly, land in, or depart from Tanzania. in accordance the provisions governing foreign registered aircraft contained in AIP Tanzania FAL SECTION. (II-A42/80)

THAILAND

AREA OF RESPONSIBILITY IN SOUTH CHINA SEA (CONTINGENCY): With immediate effect, Delegation of controlling Authority airspaces within Singapore FIR area of responsibility encompassing route segments R68 between reporting points KIBAG and SEKSI and R77 between PATKA and OLTOS have been delegated to Bangkok ACC by Singapore ACC for the provision of Area Control Service operating along these two route segments with immediate effect all aircraft are therefore requested to make position reports to Bangkok ACC when operating on these two route segments. (II-8/80)

REGULATIONS FOR SMALL AIRCRAFT AND HELICOPTERS FLYING NON-SCHEDULED FLIGHT

During declaration state of national emergency, subject to the provision Article 89 of the Chicago Convention, small aircraft and helicopters of the Contracting States of the Convention of International Civil Aviation intending to fly non-scheduled flight to/from Thailand must submit an application to the Department of Aviation not less than 15 days prior to flight commencement. Such application must contain the following particulars:

1. Number and Type of Aircraft
2. Identification/Nationality and Registration of the Aircraft
3. Flight Rule and Status
4. Route Schedule
5. Date/Times entry/exit BKK FIR boundaries
6. Date/Times of Arrival/departure (In case of landing in Thailand)
7. Airways to be used via BKK FIR
8. Alternate Aerodrome
9. Speed
10. Level
11. Endurance
12. Passenger on board
13. Crew
14. Purpose of landing
15. Purpose of flight
16. Owner & address

Other small aircraft and helicopters of Non-Contracting States of the Convention on internation Civil Aviation desiring to fly in transit non-stop across Thailand or to land in Thailand for non-traffic purposes must apply and obtain prior permission through diplomatic channel. The application according to the above mentioned regulation must contain all the above particulars 1 - 16.

This AIC will come into effect from 20th June 1980. (AIC-3/80)

1. Referring to AIP-Thailand page FAL 1-4 dated 27 Dec 79, there will be changes with immediate effect as follows:

Note: 3) The Health Part of the General Declaration is required in detail by Health Authority if there is a case or suspected case of international quarantinable diseases on board during the flight. The name of such sick passenger should be mentioned (marked) in the Passenger Manifest.

1.2.3. PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT
1.2.3.1 Public Health measures are required to be carried out in respect of aircraft entering Thailand in accordance with Infections Disease Act, Thailand, and International Health Regulations (WHO).
1.2.3.2. Aircraft arriving from abroad may land at an international airport provided the aircraft has been disinfected while in flight approximately thirty minutes before arrival at the airport. The insecticide to be used is authorized aerosol (Standard reference aerosol). If, in special circumstances, a second spraying of the

aircraft is deemed necessary by the Health Authority to be carried out on the ground, passengers and crew are permitted to disembark beforehand.

2. The following Public Health Requirements in paragraph 2.3.1 and 2.3.2 of AIP-Thailand page FAL 1-9 dated 17 Aug 72 are revised and will be applicable with immediate effect: the old requirements are hereby cancelled.

2.3. PUBLIC HEALTH REQUIREMENTS
2.3.1 The requirements of possession the valid international certificates of vaccination or revaccination against yellow fever is necessary if the individual comes from infected area, except the direct transit passenger who remains in direct transit area of that Airport.
2.3.2 In accordance with the Immigration Act, Thailand B.E. 2522; Aliens which fall into any of the following categories are excluded from entering into the Kingdom:
2.3.2.1 Mental or physical defects, having any of the diseases prescribed in the Ministerial Regulation of the following diseases: leprosy, tuberculosis, filariasis in the stage of repulsive in appearance, tertiary stage of syphilis, and drug addicts.

2.3.2.2 Having not yet been vaccinated or inoculated or undergone any other medical treatment for protection against quarantinable diseases during the Declaration of the above mentioned diseases and having refused to have such vaccinations administered by the Immigration Doctor.
2.3.3 On departure, no health formalities are required.
(II A13/80)

UGANDA

ENTEBBE: All aircraft intending to land or overfly Uganda airspace must forward their applications to Entebbe Airport Authority, telegraphic address "POWERCOM Box 23 ENTEBBE" and comply with requirement laid down in AIP-EA FAL 5-5-1. (Kenya II-61/79)

UNITED ARAB EMIRATES

SHARJAH: Until further notice supply of AVGAS 100 at Sharjah Airport will be severely limited. Pilots requiring this fuel are advised to make prior arrangements with British Petroleum. (Bahrain II-045/79)

DUBAI INTL: With effect from 15 July 1980 the fuel grades available at Dubai Intl airport are as follows: AVGAS - 100LL and JET A1 only. (II-106/80)

RAS AL KHAIMAH: The Smallpox vaccination is no longer required for arrival at Ras-Al-Khaimah Intl airport. (II-108/80)

SHARJAH: The Smallpox vaccination is no longer required for arrival at Sharjah Intl airport. (II-109/80)

UNITED KINGDOM

PEAK PERIOD ROUTES AND AIRWAYS AMBER THREE FOUR WEST/UPPER AMBER THREE FOUR WEST AND WHITE ONE TWO/UPPER WHITE ONE TWO: From 1st May, 1980 Peak Period Routes A34W/UA34W and W12/UW12 will be active from 1200 GMT on Fridays to 0700 GMT on Mondays and from 1200 GMT on the days preceding to 0700 GMT on the days following Public Holidays. The routes may not be available at certain times due to military activity and these times will be published by NOTAM Class One. The availability of A34W/UA34W/W12/UW12 between 1200 GMT and 1700 GMT on Fridays and the days preceding Public Holidays is also subject to agreement on that day between the ATC Authorities of France and the United Kingdom and non-availability will be notified by NOTAM Class One. (II-A255/80)

LONDON/HEATHROW AIRPORT--NIGHT MOVEMENT RESTRICTIONS: Until further notice no landings or take-offs by non-scheduled operators are permitted within the night quota times notified in NOTAM A184/1980. All non-scheduled operators and handling agents must note that when permission is granted for a flight to operate into and/or out of Heathrow, such permission ceases to apply if the approved time is not adhered to. No extension will be granted to enable the flight to operate within the night quota period. (II-359/80)

ADVISORY AIRSPACE—ATS ROUTE DELTA WHITE THREE: NOTAM A333/1980 amended the reporting points on certain routes following the changes made in the en-route Holding Patterns published in NOTAM A332/1980. In particular, the mandatory reporting point Start Point (591540N 022200W) was eliminated from ATS route DW3. However, as there is a need for a reporting point in this position, it is proposed to restore Start Point as a mandatory reporting point on DW3, and to make the Holding Point KISTA (593027N 015652W) an "on request" reporting point. This will be effective from 10 July 1980. (II-A393/80)

STANDARD ROUTES TO AIRPORTS WITHIN THE LONDON TMA: Standard routes inbound to London/Heathrow, London/Gatwick, Luton and Stansted from the North are affected by the revised routes promulgated for the Daventry CTA in A308/1980, which were introduced on 12th June, 1980.
2. The standard routes for aircraft inbound to London/Heathrow, Luton or Stansted from the North on Airways A1E or A1/B3 are revised to route via Westcott NDB instead of Kingswood.
3. The standard route for aircraft inbound to London/Gatwick from the North via A1/B3

at FL 90 to FL 120 inclusive is Honiley--Woodley--Midhurst--Mayfield, but occasionally due to activity on EGD. 129 ATC may require aircraft to route additionally via Westcott NDB. (II-A451/80)

MINIMUM CRUISING LEVELS ON ADVISORY ROUTE DELTA BLUE THREE TWO (DB32): As a result of the introduction of a lowered base for Airway Amber One in the vicinity of Cowly (Notam A307/1980 refers), the minimum cruising level restriction (when applicable) on DB32 between Norry and Westcott is now lowered to FL 90. (II-A452/80)

FLIGHT PLAN ANNOTATION--COMPLIANCE WITH MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS): In accordance with Regional Supplementary Procedures, the following requirement came into effect on 2 Nov 1978.

2. For flights intending to operate within North Atlantic MNPS airspace during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10 of the flight plan, indicating that the flight has been certified as complying with the MNPS. (II-A502/80)

EDINBURGH AIRPORT: Refuelling times for AVGAS 100LL are now as follows:

1 Oct to 30 Apr 0830 to 1700 (local) Monday through Friday, 0900 to 1200 (local) Saturday, Sunday and Public Holidays.

1 May to 30 Sep 0830 to 1900 (local) Monday through Friday, 0900 to 1700 (local) Saturday, Sunday and Public Holidays.

This fuel is available from Aero Services Tel: 031-334 7660 or 031-334 4695 other times by arrangement plus surcharge to 031-229 5912. (II-A503/80)

VENEZUELA

MAIQUETIA FIR-New ATS Routes.
With effect from August 7th, 1980, at 0000GMT, shall be implement new ATS routes as follows:

i) ROMEO VEINTIDOS (R - 22) between VOR MAU (MENE MAUROA) and NDB RHC (RIO HACHA), lower airspace.

ii) UNIFORM ALFA CUARENTIDOS (UA -42) between VOR MI (MAIQUETIA) and NDB SJE (SAN JOSE DEL GUAVIARE), Upper Airspace.

Chart RNC - 2N RAC 2.40.0 dated 6 Sep 79/61 routes UA42 between VOR BNS (BARINAS), VOR VVE (VILLAVICENCIO) and UW17 between VOR MI (MAIQUETIA) and VOR CZO (CALABOZO), delete. (II-A3/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new VORTAC installed at Sanaa Airport (not in use): identification xxx/CH 108x, frequency 116.1 MHz, position 15°30'00.1"N 44°13'14.6"E elevation 7142 ft. above mean sea level, location 990 metres (3248 ft) from threshold runway 18. (Saudi Arabia II-18/79)

SANAA--NEW ILS: Reference AIP Yemen Arab Republic page COM 2-1 insert the following information about new ILS at Sanaa Airport (not in use) for Runway 18: ILS localizer call sign "SA" frequency 109.9 MHz, ILS glide path frequency 333.8 MHz angle 3 degrees. Elevation of threshold runway 18 is 2188.74 metres. Distance of outer marker from threshold runway 18: 7226 metres. Distance of middle marker from threshold runway 18: 990 metres. Distance of localizer from threshold runway 36: 225 metres. Location of glide path offset west of runway centerline and 275 metres back from threshold runway 18.
(Saudi Arabia II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE entry into and exit from the Yemen Arab Republic by air is to be made only by the following recognized and authorized air routes:

Oscar (1607N 04130E)	To Sanaa	R57
Oscar	To Hodeidah To Taiz	R56
November (1438N 04202E)	To Hodeidah To Sanaa	B49
Assab (1234N 04247E)	To Sanaa	
Assab	To Taiz	B47
Assab	To Hodeidah	
FIR Boundary (1329N 04420E)	To Taiz	B35

For any flight required outside these given routes prior authorization is needed. A formal request must be submitted at least 72 hours prior to the date of the flight. Such request should contain all relevant information about the aircraft, operator, ETA, flight level/altitude and reasons for requiring a deviation from the standard routes, requests should be made to the Chairman, Civil Aviation and Meteorology Authority, Sanaa. (Saudi Arabia II-28/79)

SPECIAL NOTICE--All non-scheduled commercial aircraft landing for commercial purposes must obtain prior permission from the Civil Aviation and Meteorological Authority, Sanaa, Yemen Arab Republic (telegraphic address: CIVILAIR SANAA/TELEX: None) at least 7 days in advance of departure. All requests must include provision for prepaid response for a minimum of twenty words or the request will not be acted upon. (See the International Flight Information Manual for additional details.)
(Saudi Arabia II-67/78)

YUGOSLAVIA

SPECIAL NOTICE--CHANGE OF LOCATION INDICATORS--With effect from 17 May 1979 the following location indicators will be applied:

Location Indicator
LYBEYA will be LYBBYA
LYBEYO will be LYBBYO
LYBEYT will be LYBBYT
LYBEYE will be LYBBYE
LYBEYM will be LYBBYM
LYBE will be LYYY
(II-A6/79)

IMPLEMENTATION OF 25 KHz SPACING WITHIN THE BAND 118-136 MHz:

1) According to ICAO Annex 10, 25 KHz-spaced frequencies are assigned in the international aeronautical mobile service.
2) With effect from 1 October 1979, Yugoslav ACC equipment in upper airspace will operate on 15 KHz spaced frequencies.
3) During 1980, all ATS services in Yugoslavia will operate on 25 KHz in controlled airspace.

(AIC 2/79)

AFTN Address to be used for obtaining prior permission to enter Yugoslavian airspace is LYBBYE. (AIP)

ZAIRE

FIR - KINSHASA:

- Upper limit of CTR of Kinshasa: FL 55
- Coordinates of reporting point APULO: 0547S - 1637E.
- New indicators for the reporting points:

  Route ATS H4 KASAI 0534S-2053E becomes RURGO

  Route ATS A48 KASAI 0834S-2200E becomes SENAL

  Route ATS V3 KASAI 0400N-1900E becomes RIPEP

  Route ATS H10 MARINGA 0007N-2256E becomes RUMLA

  Route ATS J2 MAMBASSA 0118N-2903E becomes ODNAS
  0056S-2755E becomes OGDAM

- Reporting point BUNIA VOR, BORSO, BILID, KINDU VOR and LUB VOR become reporting ATS/MET.

(II-A013/80)

ZAMBIA

LUSAKA F.I.R. NON SCHEDULED FLIGHTS: The Zambian Airspace is now open to all non-scheduled flights except Western Province. Those operators wishing to operate into or over fly Western Province of Zambia must apply to the Commander Zambia National Defense Forces giving ten (10) days Prior Notice and Approval must be received by the applicant before flight is under taken.

The application must include the following:

(a) pilots name
(b) operators name and address
(c) type of aircraft and registration
(d) route or area of operation
(e) purpose of flight dates, timings etc.

All applications are directed to the Commander Z.N.D. Forces. (II-5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

BRAZIL

With immediate effect all American citizens must obtain a Visa prior to entering Brazil. This rule applies to both crewmembers and passengers. (DOS 3/12/79)

COLOMBIA

The Government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the State of Guajira, and all territorial waters north of these areas. (12 NM from the coast line). The zone extends to an altitude of 7,000 feet except over the mountains, where it extends to 20,000 feet. Any pilot forced to enter this region for whatever purpose should notify Colombian civil aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. Pilots should be prepared to properly respond to international interception signals from Colombian Air Force interceptors as they are prepared to, and have, FIRED UPON AIRCRAFT FAILING TO HEED THESE INSTRUCTIONS. It is strongly recommended that any pilot transiting this area enroute to an airport of entry in Colombia, have a flight plan on file at least 2 hours in advance of entering Colombian airspace. Passports, airmen certificate, airworthiness certificate, proof of ownership or lease agreement, manifest and name of consignee, if applicable, must be available. FAILURE TO COMPLY WOULD INCLUDE FINES OF 1,000,000 to 5,000,000 pesos, or up to 1 year in jail if fine is not paid in time, seizure of the aircraft and goods involved, and cancellation of all licenses involved. (DOS 8/31/79)

CYPRUS

LARNACA INTL: Fuel grade 100L is no longer available at Larnaca International Airport. (DOS 7/80)

ETHIOPIA

The Department of State advises that Asmara/Yohannes Airport may be restricted to military use only and that Addis Ababa Bole International Airport may be the only aerodrome of entry into Ethiopia. (DOS 3/80)

GUATEMALA

In addition to satisfying entry requirements, foreign pilots flying private commercial aircraft from Guatemala City/La Aurora to another point or points in Guatemala must request a special flight permit from the Guatemalan Directorate General of Civil Aviation. This permit can be obtained from the Office of Air Transit on workdays, and at other times from the Aeronautic Information Service Office in the Civil Aviation Building, La Aurora Airport. A valid pilot's license and proof of third-party insurance coverage must be presented. A pilot who plans to operate within Guatemala for more than one month must submit his request in writing, on Guatemalan legal paper, along with proof of third-party insurance and pilot's license, directly to the Director of Civil Aviation at La Aurora. (DOS 5/22/79)

IRAN

The Iranian airspace within Tehran FIR is closed to United States Aircraft. (See existing NOTAMS) (DOS 4/80)

IRAQ

WIE and UFN all Iraqi airspace and Iraqi airports are closed for all operations. (See existing NOTAMS) (DOS 9/80)

LIBERIA

Effective June 11, 1980, the Civil Aviation Administration of the Ministry of Commerce, Industry and Transportation request all foreign civilian and military registered aircraft (not normal scheduled commercial flights) wishing to overfly or land at Liberian aerodromes compliance with the following provisions: Permission to overfly or land is subject to prior request. Request should be made by mail and should reach civil aviation authorities three weeks prior to operation (or two weeks if request made by telex). Request should include the following:

1. Name, nationality and address of applicant.

2. Aircraft registration marks or service number and nationality of owners.

3. Type of aircraft.

4. Purpose of flight and nature of cargo.

5. Aerodrome or origin. Date and time of departure. Last aerodrome departed before entering Liberian airspace.

6. Date, time and point of entering Liberian airspace.

7. Date, time and aerodrome of landing in Liberia.

8. Point and time of exit.

9. Date, time and first aerodrome of landing after departing Liberia.

10. Date and time of final destination.

It is to be noted that:

1. Requests not fulfilling these requirements shall be disregarded.

2. Aircraft shall not overfly or land in Liberia unless they are in possession of relevant permission.

3. Approved requests will be void after 24 hours of the date/time of entry.

MEXICO

Aircraft entry into and departure from Mexico of one and two piston engine private foreign aircraft of foreign nationality and foreign registration of any type, whose maximum capacity is 16 seats for passenger transportation must file a flight plan and be obliged upon entering into and departing from Mexico to make their first stop at one of the following designated Mexican border airports for custom and health requirements before proceeding further into or out of the country:

Cancun
Chetamal
Cozumel
Cuidad Acuna
Cuidad Juarez
Hermosillo
Matamoros
Merida
Mexicali
Nogales
Nueva Laredo
Piedras Negras
Reynosa
Tapachula
Tijuana

When the capacity of the aircraft is greater than 16 seats, prior permission in writing to the Office of Civil Aeronautics is required at least 5 working days before the scheduled date of trip.
Jet or turbine aircraft may continue to enter/depart from Los Cabos and any airport of entry, except San Jose Del Cabol. (DOS)

REPUBLIC OF CAMEROON

Douala Airport: It is absolutely mandatory that all aircraft have confirmed landing clearances before approaching Douala Airport. The information outlined in the International Flight Information Manual of April 1979 concerning Cameroon is correct and must be rigorously followed along with the suggestion of forwarding information to the American Embassy in Yaounde (Telex Nr. 8233 KN) Attn: Econ/Comm Officer and to the American Consulate in Douala (Telex Nr. 5233 KN) Attn: Principal Officer. (DOS 1/7/80)

SOUTH CHINA SEA

The General Administration of Civil Aviation of China (PRC) on October 23, 1979, implemented its NOTAM #19 establishing four danger areas over the South China Sea. Three of these danger areas infringe on air route Amber 1 between Danang and Hong Kong. The fourth danger area near the Paracel Islands (focal coordinate 16 degrees 30 minutes N – 112 degrees 10 minutes E) closes the airspace 24 hours a day. In order to insure air safety, operators of U.S. registered aircraft should follow Hong Kong NOTAM A269/79 and subsequent amendment when flying through the Hong Kong Flight Information Region. (DOS 11/12/79)

SPAIN

The American Embassy in Madrid, Spain, advises that bearers of Diplomatic and Official Passports must obtain a visa prior to their arrival in Spain. There are no exceptions to this requirement. Official/Diplomatic passport holders arriving without visas can expect either not to be admitted at all, or to suffer interminable delays at the airport which may well interfere with official work schedules or private itineraries. (DOS 9/80)

THAILAND

The American Embassy in Bangkok, Thailand, advises that all U.S. Government Personnel assigned to perform temporary duty in Thailand must obtain an entry visa prior to arriving in Thailand. Travelers arriving without a visa must apply for a transit visa which is valid for only fifteen days. It cannot be extended. To preclude having to leave Thailand after fifteen days, the traveler must obtain a visa prior to arrival. (DOS 9/80)

TURKS AND CAICOS ISLANDS:

Charter, commercial and freight aircraft require 24 hour prior permission to land. Address to: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

Americans traveling to Zambia should be aware that security conditions in that country recently have deteriorated. Americans intending to travel individually in Zambia for tourist purposes should be discouraged from doing so. Businessmen traveling to Zambia should ensure that their Zambian contacts are aware of their arrival and are prepared to assist them once they arrive in Zambia. White males traveling or even shopping alone arouse suspicion. Being accompanied by locally known Zambians can deflect some suspicion. Organized tour groups proceeding to Zambia by air should be able to enjoy their stay if they take some simple precautions. They should always travel as a group even in the main city centers and should insist on being accompanied by a Zambian guide. Cameras should neither be carried nor used, except in game parks or at locations specifically designated by the tour leader. (DOS 5/2/79)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

NORTH ATLANTIC

SPECIAL NOTICE--North Atlantic Regional Supplementary Procedures ICAO Document 7030 requires that, except in cases of emergency or radio failure, pilots of aircraft flying in the NAT region and before reaching a position which is 30 minutes from the nearest boundary of the oceanic control areas shall operate transponders on:

1. Mode A/3 Code 2000 when eastbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
2. Mode A/3 Code 3000 when westbound prior to reaching a position 30 minutes from the exit boundary of the NAT Region.
3. Others as assigned by ATC.

(Note: The use of Mode A Code 3000 for westbound flights should be considered as a strictly temporary measure until such time as Canada and the United States are able to employ code 2000 for the purpose.)
Accordingly, westbound aircraft are required to squawk Mode A Code 3000 when 30 minutes flying time from the western boundary of the New York FIR/CTA. Aircraft entering the Bermuda Terminal Control Area are requested to conform with the transponder usage for westbound or eastbound flights when crossing the Bermuda boundary. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas.

2. Effective 0900 GMT on 20 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Centre:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: In view of the current energy situation, the following points are brought to the attention of NAT pilots with a view to ensuring that each aircraft is operated as close as possible to its optimum flight level and Mach number.

1. Pilots should request a change of flight level or Mach number whenever this would improve the operating efficiency of the aircraft. Refusals, due to other traffic, should not deter pilots from continuing to make such requests.

2. When circumstances render this feasible, controllers will ask another aircraft to accept a higher flight level or change of Mach number in order to facilitate clearances for aircraft which would otherwise experience a significant penalty. In agreeing to such a request, pilots will contribute to the overall economy in fuel used.

3. Where possible, pilots should give advance warning of a request; e.g., if a westbound flight wishes to climb at 30° W, it will assist the controller if the request is made with the 20° W position report. (FAA 4/80)

GENERAL

SPECIAL NOTICE—REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. Ten minutes longitudinal separation may be applied between turbojet aircraft transiting ATS Route Blue 14 between the New York, Miami and San Juan Oceanic Control Areas and also on ATS Routes Amber 25, Amber 20, Amber 21, and Amber 23 between the New York and San Juan Oceanic Control Areas. The use of 10 minutes longitudinal separation is authorized with adherence to the criteria contained in Attachment H to ICAO Doc. 4444-RAC/501/10, PANSRAC, and the Regional Supplementary Procedures. Specifically, 10 minutes longitudinal separation may be used between turbojet aircraft flying at the same altitude/flight level providing the following conditions are met:

(1) The aircraft concerned have reported over the same entry point into oceanic control airspace and will fly the same track or continuously diverging tracks.

(2) The preceding aircraft is maintaining a speed of at least Mach 0.03 greater than that of the following aircraft. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: Flights in oceanic airspace must be conducted under instrument flight rules (IFR) procedures when operating:

(a) between sunset and sunrise,

(b) at or above Flight Level (FL) 60 when operating within the New York, Oakland, Anchorage and Honolulu Flight Information Regions (FIRs), or,

(c) above FL 180 when operating within the Miami and Houston FIRs and in the San Juan control area.

Flights between the East Coast of the U.S. and Bermuda or Caribbean terminals and transversing the New York FIR at or above 5,500 ft. MSL should be especially aware of this requirement. (FAA)

SPECIAL NOTICE: If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

(a) adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute.

(b) then change to Code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first.

(c) repeat steps (a) and (b), as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

RADAR ASSISTANCE--Radar assistance is available on a 24-hour basis to all identified aircraft within the limits of the distant early warning identification zone (DEWIZ), DEW East Military Identification Zone (DEMIZ), Alaskan DEWIZ and Domestic Air Defense Identification Zone (ADIZ), and Iceland Military ADIZ, which will render navigational advice when and where military commitments permit, but no responsibility for the direct control of aircraft is accepted. The radar assistance is advisory only and does not absolve the captain of an aircraft of the responsibility for the safe navigation of his aircraft or of complying with air traffic control clearances or other required procedures.

1. Information that may be provided is as follows:

a. Track and ground speed checks.

b. Position of the aircraft in latitude and longitude or by bearing and distance from a known point.

c. Magnetic heading to steer and distance to the nearest aerodrome or other designated point.

d. Position of heavy cloud in relation to the aircraft.

2. The procedure to be followed for the use of this service is as follows:

a. Use the following VHF radio frequencies for contacting radar station:

(1) 126.2 King Salmon and Fort Yukon, Alaska areas only.

(2) 126.2 Northern DEW stations.

(3) 133.2 for Icelandic military ADIZ.

(4) 122.2 for other areas.

b. Call "Radar Assistance."

c. The subsequent call sign of the ground station will be the call sign given by the ground station.

d. After communication has been established with ground radar station, request the service desired.

e. If commitments preclude the granting of radar assistance the ground station will transmit the word "unable" and no further explanation will be given.

f. All speeds given in knots, distances in nautical miles and all bearings and headings are given in degrees magnetic.

g. Initial contact should be made at the highest practicable altitude. Only in the event of distress or emergency will continuous radar surveillance be provided en route civil aircraft. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents: Annex 2, paragraph 3.5.9; Annex 11, paragraph 6.1.2; PANS-RAC 4444, Part 11, paragraph 13, and DOC 7030, paragraphs 4 and 6. The communications requirements for IFR flights within the New York Oceanic Control Area are:

1. Functioning two-way radio communications equipment capable of communicating with at least one appropriate ground station from any point on the route.
2. Maintain a continuous listening watch on the appropriate radio frequency.
3. Report positions in specified circumstances.

NOTE: HF communication is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: The following revised position reporting procedure requiring the inclusion of an additional item (Item H) in the position report, will be implemented on a trial basis by Gander, New York, Reykjavik, Santa Maria and Shanwick OACs, in order to provide for earliest possible detection of misunderstandings regarding the route to be followed by aircraft in the NAT Region and adjacent transition areas. (For USA NOTAM only: The CAR Regional Supplementary Procedures covering this subject, remain fully applicable.) Effective 0900 GMT on 29 November 1979, aircraft entering, operating within, or leaving the Oceanic Control Areas of Gander, New York, Reykjavik, Santa Maria and Shanwick will transmit the following elements of information in position reports to the appropriate Oceanic Control Center:

A. The word "POSITION"
B. Aircraft identification
C. Present position
D. Time over present position (hours and minutes)
E. Present flight level
F. Estimated position on assigned route
G. Time for estimated position (hours and minutes)
H. Next position on assigned route
I. Any further information e.g. AIREP data or company message.

Spoken example: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

Written example: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.
*For flights reporting coordinates rather than specified name reporting points, East-West oriented flights report latitude in degrees and minutes and longitude in degrees only: North-South flights report latitude in degrees only and longitude in degrees and minutes. (FAA)

SPECIAL NOTICE--BERMUDA: The New York Area Control Center has delegated control authority and flight information responsibility within a 180 NM radius of the Bermuda VOR at FL 500 and below to the Bermuda Terminal Control Area Facility (TCAF). The Bermuda TCAF uses positive radar control procedures within the Bermuda control area. Cancellation of IFR flight after entry into the control area is not permitted. All inbound transponder equipped aircraft shall respond on Mode 3A, Code 2100 upon entry into the control area. Non-transponder equipped aircraft or aircraft with inoperative transponder shall be assigned specific IFR flight levels upon entering the control area. All international flights which plan to penetrate the control area, must include the Bermuda TCAF as an AFTN addressee on the ICAO filed flight plan. The Bermuda TCAF AFTN address is MXKFZ3. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: Effective immediately all air carriers, private and military users flight planning to operate through the New York Oceanic Control Area shall, in accordance with ICAO Document 7030, para 4.6, add New York Oceanic Control as KZNYZQ as an addressee. For those following this procedure, please ensure that correct call letters are being used. Many flight plans are being duplicated and in some cases triplicated. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: Effective 0001Z 30 October 1980 within the New York Oceanic Airspace, the minimum lateral separation applicable between aircraft which meet the minimum navigation performance specifications (MNPS) and which operate within North Atlantic Airspace will be reduced to 60NM.

In addition, 60NM between aircraft which meet minimum navigation performance specifications (MNPS) and which operate in MNPS airspace or while within the New York Oceanic area are transitioning to or from MNPS airspace at MNPS flight levels. (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: Aircraft on IFR flight plans entering the Miami CTA/FIR at FL 240 and above from the Havana CTA/FIR are requested to establish communications with Miami Center at least 10 minutes prior to the boundary on the following frequencies: Blue 26, Amber 12--132.2 VHF and 306.9 UHF; Blue 8, Amber 15 and Red 8--128.75 VHF and 270.3 UHF. Aircraft on IFR flight plan entering Miami CTA/FIR from Port 'au' Prince or Santo Domingo CTA/FIR contact Miami ARTC Center on 132.3/307.2 at least ten (10) minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

SAN JUAN CTA/FIR

SPECIAL NOTICE: Due to inadequate coordination and lack of communications, the San Juan International Flight Service Station is unable to provide communications search or flight plan cancellation services to flights terminating at the following locations: Beef Island (Tortola), Anegada, Anguilla, Saba, St. Eustacius, St. Barthelemy, and Virgin Gorda Islands; or at Grand Case Airport (Esperance), on St. Maarten Island. Pilots must cancel their flight plans in accordance with ICAO Annex 2, paragraph 3.3.1.5.4, by transmitting an arrival report to San Juan Radio. All aircraft on a VFR flight plan must establish two-way communications with San Juan Radio on 126.9 before or as soon as possible after entering the San Juan FIR. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: See the entry for Panama in the section titled Foreign Notices in this publication.

OAKLAND CTA/FIR

Effective 1401 GMT February 22, 1979, the Central Four Routes of the composite route system between Hawaii and the U.S. mainland will be used in one direction only. The outer two will remain bi-directional.

Altitudes normally assigned will be as follows:

R 63, Two-Way	Eastbound:	FL300, 340, 380
	Westbound:	FL 320, 360, 400
R 64, One-Way	Westbound:	FL 290, 310, 330, 370, 390, 410
R 65, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 76, One-Way	Westbound:	FL 290, 310, 330, 350, 370, 390, 410
R 77, One-Way	Eastbound:	FL 300, 320, 340, 360, 380, 400
R 78, Two-Way	Eastbound:	FL 310, 350, 390
	Westbound:	FL 290, 330, 370, 410

Traffic operating between Hawaii and Pacific Northwest should flight plan via reporting point Zigie (2419 01.0N-157 17 28.0W) at conventional altitudes.

The revised traffic flows in the above are being implemented initially on a trial basis and will be converted to permanent status at a later date if operationally satisfactory and system use and navigational performance are consistent with prior feasibility studies. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Soviet territory. Recognition that many flight tracks on this route provide minimum separation from Soviet airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Soviet territory. Pilots and operators of small aircraft performing bear hunting flights or other type of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in USSR airspace (FAA)

HONOLULU CTA/FIR

See notice concerning composite route system between Hawaii and the U.S. Mainland under Oakland CTA/FIR.

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